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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ALBANY, OR

ALBANY MUNI ..... **VOR/DME or GPS-A**
NA except for operators with approved weather reporting service.

ARLINGTON, WA

ARLINGTON MUNI ..... **NDB or GPS Rwy 34**
Category D, 800-2½.
NA when Paine Field control tower closed.

ASTORIA, OR

ASTORIA RGNL ..... **RNAV (GPS) Rwy 26[1,2]**
VOR Rwy 8[3]
[1]NA when local weather not available.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[3]Category C, 800-2¼; Category D, 900-3.

AURORA, OR

AURORA STATE ..... **LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[2,3]
RNAV (GPS) Rwy 35[2]
[1]Category D, 800-2¼.
[2]NA when local weather not available.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

BAKER, MT

BAKER MUNI ..... **NDB Rwy 13[1]**
NDB Rwy 31[2]
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.
[2]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

BAKER CITY, OR

BAKER CITY MUNI ..... **RNAV (GPS) Rwy 13[1,2]**
VOR-A[1,3]
VOR/DME Rwy 13[2,4]
[1]NA when local weather not available.
[2]Category D, 900-2¾.
[3]Categories A,B, 1900-2; Categories C,D, 1900-3.
[4]NA when control zone not in effect.

NAME ALTERNATE MINIMUMS

BELLINGHAM, WA

BELLINGHAM INTL ..... **ILS or LOC Rwy 16**
RNAV (GPS) Rwy 16
NA when local weather not available.

BIG PINEY, WY

MILEY MEMORIAL FIELD ..... **VOR Rwy 31**
Category D, 800-2¼.

BILLINGS, MT

BILLINGS LOGAN INTL ..... **NDB Rwy 10L[1]**
RNAV (GPS) Rwy 10L[2]
RNAV (GPS) Rwy 28R[3]
[1]Category D, 800-2¼.
[2]Categories A,B,C,D, 800-2¼.
[3]Categories A,B, 900-2; Categories C,D, 900-3.

BOISE, ID

BOISE AIR TERMINAL(GOWEN FIELD) ..... **LOC BC Rwy 28L**
RNAV (GPS) Y Rwy 10R
RNAV (GPS) Y Rwy 28L
VOR/DME or TACAN Rwy 10L
VOR/DME or TACAN Rwy 28L
Category E, 1000-3.

BOZEMAN, MT

GALLATIN FIELD ..... **RNAV (GPS)-A[1]**
VOR Rwy 12[2]
[1]Categories A, B, 1900-2; Categories C, D, 1900-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

BREMERTON, WA

BREMERTON NATIONAL .. **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19[1]
NA when local weather not available.
[1]Categories A,B, 1200-2; Categories C,D, 1200-3.

NAME ALTERNATE MINIMUMS

BUFFALO, WY

JOHNSON COUNTY ..... **RNAV (GPS) Rwy 31[1]**
VOR/DME Rwy 31[2]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

BURLEY, ID

BURLEY MUNI ..... **VOR-A**
VOR/DME-B
NA when local weather not received.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL ..... **NDB Rwy 10[1]**
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
NA when local weather not available.
[1]Categories A,B, 1300-2; Categories C,D, 1300-3.

BURNS, OR

BURNS MUNI ..... **VOR Rwy 30**
Categories A, B, 1400-2; Categories C,D, 1400-3.

BUTTE, MT

BERT MOONEY ..... **ILS Y Rwy 15[1]**
LOC/DME Rwy 15[2]
RNAV (GPS) Y Rwy 15[3]
RNAV (GPS) Z Rwy 15,1200-2
VOR or GPS-B,1400-3
VOR/DME or GPS-A,3000-3
[1]Categories A, B, C, 1200-4.
[2]Categories A,B, 1300-2; Categories C,D, 1300-3.
[3]Categories A,B, 1500-2; Categories C,D, 1500-3.

CALDWELL, ID

CALDWELL INDUSTRIAL ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

CASPER, WY

CASPER/NATRONA COUNTY INTL ..... **ILS or LOC Rwy 3**
ILS, Categories A,B, 800-2; Category C 800-2½; Category D, 800-2¾; Category E, 900-3. LOC, Category C, 800-2½; Category D, 800-2¾; Category E, 900-3.

NAME ALTERNATE MINIMUMS

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON FIELD ..... **ILS or LOC Rwy 27[1]**
NDB Rwy 27[1]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

CODY, WY

YELLOWSTONE REGIONAL ..... **RNAV (GPS) Rwy 22[1]**
VOR or GPS-A[2]
[1]Category C, 800-2¼; Category D, 200-2¾.
[2]Category D, 900-3.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FIELD .... **ILS or LOC/DME Rwy 5**
NDB Rwy 5
RNAV (GPS) Rwy 5
VOR Rwy 5
VOR/DME Rwy 1
NA when local weather not available.

CORVALLIS, OR

CORVALLIS MUNI ..... **RNAV (GPS) Rwy 35[1]**
VOR-A[2]
[1]NA when local weather not available.
[2]Categories A,B,1200-2; Categories C,D, 1200-3.

DEER PARK, WA

DEER PARK ..... **RNAV (GPS) Rwy 34**
NA when local weather not available.

DILLON, MT

DILLON ..... **VOR or GPS-A,**1500-3
VOR/DME or GPS-B
NA when Dillon altimeter setting not available.

DOUGLAS, WY

CONVERSE COUNTY ..... **VOR Rwy 29**
Categories A,B, 1100-2; Categories C,D, 1100-3. DME standard.

EASTSOUND, WA

ORCAS ISLAND ..... **RNAV (GPS)-A**
Categories A, B, 1100-2.
NA when local weather not available.

ELLENSBURG, WA

BOWERS FIELD ..... **RNAV (GPS) Rwy 25[1]**
RNAV (GPS) Rwy 29
VOR-B[2]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category A, 1500-2.

NAME ALTERNATE MINIMUMS

EPHRATA, WA

EPHRATA MUNI ..... **RNAV (GPS) Rwy 3[1]**
RNAV (GPS) Rwy 21[2]
VOR/DME Rwy 3[1]
VOR Rwy 21[1]

NA when local weather not available.
[1]Category D, 1300-3.
[2]Category C, 800-2¼; Category D, 1300-3.

EUGENE, OR

MAHLON-SWEET FIELD ..... **ILS or LOC/DME Rwy 16R[1]**
ILS or LOC/DME Rwy 16L[1]
RNAV (GPS) Rwy 34R[2]
VOR-A[3]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

EVANSTON, WY

EVANSTON-UINTA COUNTY BURNS FIELD ..... **ILS or LOC/DME Rwy 23**
Categories C,D, 700-2.

EVERETT, WA

SNOHOMISH COUNTY(PAINE FIELD) ..... **ILS or LOC/DME Rwy 16R**
NA when control tower closed.
NA when local weather not available.

FORT BENTON, MT

FORT BENTON ..... **RNAV (GPS) Rwy 23**
NA when local weather not available.

GILLETTE, WY

GILLETTE-CAMPBELL COUNTY ..... **ILS or LOC Rwy 34[1][2]**
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[4]
VOR/DME Rwy 16[5]
VOR/DME Rwy 34[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]NA when control tower closed.
[3]Categories A,B,C, 800-2¼; Category D, 1000-3.
[4]Categories A,B,C,D, 1200-4.
[5]Category C, 800-2¼; Category D, 1000-3.

GLASGOW, MT

WOKAL FIELD/ GLASGOW INTL ..... **VOR Rwy 12**
Categories A,B, 900-2; Categories C,D, 900-3.
VOR/DME standard.

NAME ALTERNATE MINIMUMS

GLENDIVE, MT

DAWSON COMMUNITY ..... **NDB or GPS Rwy 12,**900-2¾

GOODING, ID

GOODING MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

GRAY AAF (KGRF)

FORT LEWIS, WA ..... **NDB Rwy 15**
NDB Rwy 33
ILS or LOC Rwy 15
COPTER NDB Rwy 15

NA when control tower closed.

GREAT FALLS, MT

GREAT FALLS INTL ..... **NDB Rwy 34**
Category D, 800-2¼.

GREYBULL, WY

SOUTH BIG HORN COUNTY .... **RNAV (GPS)-A**
RNAV (GPS) Rwy 33[1]

NA when local weather not available.
[1]Category D, 1200-3.

HAILEY, ID

FRIEDMAN MEMORIAL ..... **RNAV (GPS) W Rwy 31**
Categories A,B, 1900-2; Category C, 1900-3.

HAVRE, MT

HAVRE CITY-COUNTY ..... **VOR Rwy 26**
Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

NAME ALTERNATE MINIMUMS

HELENA, MT

HELENA RGNL ..... **ILS or LOC Y Rwy 27[12]**
ILS or LOC Z Rwy 27[12]
LOC/DME BC-C[13]
NDB-D[14]
RNAV (GPS) Y Rwy 9[5]
RNAV (GPS) Rwy 23[6]
RNAV (GPS) X Rwy 27[5]
RNAV (RNP) Z Rwy 9[7]
RNAV (RNP) Y Rwy 27[7]
RNAV (RNP) Z Rwy 27[79]
VOR-A[8]
VOR/DME-B[6]

[1]NA when control tower closed.
[2]Categories A, B, 1600-2; Categories C, D, E, 1600-3.
[3]Categories A, B, 1300-2; Categories C, D, 1300-3.
[4]Category A, 1200-2.
[5]Categories A, B, 1600-2; Categories C, D, 1600-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[7]NA when local weather not available.
[8]Categories A, B, 2900-2; Categories C, D, 2900-3.
[9]1000-4.

HOQUIAM, WA

BOWERMAN ..... **RNAV (GPS) Rwy 24[1]**
VOR/DME Rwy 24[2]
VOR Rwy 6[1]

[1]Category D, 800-2¼.
[2]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

IDAHO FALLS, ID

IDAHO FALLS RGNL ..... **ILS or LOC Rwy 20[1]**
LOC BC Rwy 2[2]
RNAV (GPS) Y Rwy 2[3]
RNAV (GPS) Y Rwy 20[3]
VOR Rwy 20[3]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.
[3]NA when local weather not available.

JACKSON, WY

JACKSON HOLE ..... **RNAV (GPS) X Rwy 1[1]**
RNAV (GPS) Y Rwy 19[1]
RNAV (RNP) Y Rwy 1, 10681200-4
VOR/DME Rwy 1[2]
VOR/DME Rwy 19[3]

[1]Categories A,B, 1200-2; Categories C,D, 1200-3.
[2]Categories A,B,1000-2; Categories C,D, 1000-3.
[3]Categories A,B,1400-2; Categories C,D, 1400-3.

NAME ALTERNATE MINIMUMS

JEROME, ID

JEROME COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27[1]
VOR/DME-A

NA when local weather not available.
[1]Categories A, B, 1300-2; Categories C, D, 1300-3.

JOHN DAY, OR

GRANT COUNTY RGNL/
OGILVIE FIELD ..... **RNAV (GPS) Y Rwy 9**
Category B, 900-2; Category C, 900-2½.

KALISPELL, MT

GLACIER PARK INTL ..... **ILS or LOC Rwy 2[1]**
RNAV (RNP) Y Rwy 2[2]
RNAV (RNP) Rwy 20, 800-2½[2]

[1]ILS, Categories C, D, 700-2.
[2]NA when local weather not available.

KELSO, WA

SOUTHWEST
WASHINGTON RGNL ..... **RNAV (GPS) Rwy 12**
Categories A, B, 900-2.

KLAMATH FALLS, OR

KLAMATH FALLS .... **ILS or LOC/DME Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[3]
VOR/DME or TACAN Rwy 14[4]
VOR/DME or TACAN Rwy 32[4]

[1]ILS, Category A, 800-2; Category B, 900-2; Category C, 900-2¾; Category D, 1000-3. LOC, Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[3]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[4]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3; Category E, 1700-3.

LAKEVIEW, OR

LAKE COUNTY ..... **VOR/DME-A**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

LEWISTON, ID

LEWISTON-NEZ PERCE COUNTY ..... **RNAV (GPS) Y Rwy 8[1]**
RNAV (GPS) Y Rwy 26[1]
RNAV (RNP) Rwy 30[2]
RNAV (RNP) Z Rwy 8[2]
RNAV (RNP) Z Rwy 12[2]
RNAV (RNP) Z Rwy 26[2]
VOR Rwy 8[3]
VOR Rwy 26[1]

[1]Category D, 800-2¼.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.

LEWISTOWN, MT

LEWISTOWN MUNI ..... **RNAV (GPS) Rwy 7**
VOR Rwy 7

Category D, 800-2¼.

LIVINGSTON, MT

MISSION FIELD ..... **VOR/DME-B[1]**
VOR-A[2]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]Categories A, B, 2200-2; Categories C,D, 2200-3.

MC CALL, ID

MC CALL MUNI ..... **RNAV (GPS) Rwy 16[1]**
RNAV (GPS) Y Rwy 34[2]
RNAV (GPS) Z Rwy 34[34]

[1]Category C, 900-2½.
[2]Categories A, B, 1600-2; Categories C, D, 1600-3.
[3]NA when local weather not available.
[4]Category C, 900-2½; Category D, 1000-3.

MC MINNVILE, OR

MC MINNVILLE MUNI ..... **ILS or LOC Rwy 22**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR/DME-B

NA when local weather not available.
Category D 800-2¼.

NAME ALTERNATE MINIMUMS

MEDFORD, OR

ROGUE VALLEY INTL-MEDFORD ..... **ILS or LOC/DME Rwy 14[12]**
LOC/DME BC-B[23]
RNAV (GPS)-D[3]
RNAV (GPS) Rwy 14[4]
VOR-A[5]
VOR/DME-C[3]
VOR/DME Rwy 14[5]

[1]ILS, Categories A, B, C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[2]NA when control tower closed.
[3]Categories A, B, 2300-2; Categories C, D, 2300-3.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Categories A, B, 1400-2;Category C, D 1400-3.

MISSOULA, MT

MISSOULA INTL ..... **ILS Z Rwy 11[1]**
RNAV (GPS)-D[2]
RNAV (GPS) Y Rwy 11[34]
RNAV (RNP) Z Rwy 11[2],800-2½
VOR/DME-A[5]
VOR/DME-B[6]

[1]NA when control tower closed.
[2]Categories A, B, 1400-2; Category C, 1400-3; Category D, 1500-3.
[3]NA when local weather not available.
[4]Categories A, B, 1900-2; Categories C, D, 1900-3.
[5]Categories A, B, 2000-2; Categories C, D, 2000-3.
[6]Categories A, B, 1800-2; Categories C, D, 1800-3.

MOSES LAKE, WA

GRANT COUNTY INTL ... **ILS or LOC Rwy 32R[1]**
NDB Rwy 32R[2]
RNAV (GPS) Rwy 4[1]
RNAV (GPS) Rwy 14L[1]
RNAV (GPS) Rwy 22[1]
VOR Rwy 4[2]
VOR -1 Rwy 14L[2]
VOR -3 Rwy 14L[2]
VOR Rwy 22[2]
VOR Rwy 32R[2]

[1]NA when local weather not available.
[2]NA when control tower closed.

NAME ALTERNATE MINIMUMS

NEWCASTLE, WY

MONDELL FIELD ..... **VOR or GPS Rwy 31**
NA except for operators with approved weather reporting service.
Categories A,B, 900-2;Categories C,D, 900-3.

NORTH BEND, OR

SOUTHWEST OREGON
RGNL ..... **ILS or LOC Rwy 4[1]**
NDB Rwy 4[2]
RNAV (GPS) Y Rwy 4[2]
VOR-A[3]
VOR/DME-B[2]
VOR/DME Rwy 4[4]
[1]ILS, Categories A, B, 800-2; Category C, 900-2¼; Category D, 1100-3. LOC, Category C, 900-2¼; Category D,1100-3.
[2]Category C, 900-2¼; Category D, 1100-3.
[3]Categories A, B, 1200-2; Categories C, D, 1200-3.
[4]Categories C, D, 1000-3.

OAK HARBOR, WA

AJ EISENBERG ..... **RNAV (GPS) Rwy 7**
NA when local weather not available.

OLYMPIA, WA

OLYMPIA RGNL ..... **ILS or LOC Rwy 17[123]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[24]
VOR/DME Rwy 35[2]
[1]ILS, Categories C, D, 700-2.
[2]NA when local weather not available.
[3]NA when control tower closed.
[4]Category D, 800-2¼.

ONTARIO, OR

ONTARIO MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

PASCO, WA

TRI-CITIES ..... **ILS or LOC Rwy 21R[12]**
RNAV (GPS) Rwy 3L
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 21R
RNAV (GPS) Rwy 30
VOR Rwy 21R[3]
VOR/DME Rwy 30
NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

PENDLETON, OR

EASTERN OREGON RGNL AT
PENDLETON ..... **ILS or LOC/DME Rwy 25[1]**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 29
VOR Rwy 7
NA when local weather not available.
[1]ILS, NA when control tower closed.

PINEDALE, WY

PINEDALE/RALPH WENZ
FIELD ..... **NDB-A[1]**
RNAV (GPS) Rwy 11[2]
RNAV (GPS) Rwy 29[2]
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.
[2]Category D, 800-2½.

POCATELLO, ID

POCATELLO RGNL ..... **ILS or LOC Rwy 21[1]**
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 21[2]
[1]NA when control zone not in effect.
[2]NA when local weather not available.

PORT ANGELES, WA

WILLIAM R
FAIRCHILD INTL ..... **ILS or LOC Rwy 8**
RNAV (GPS) Rwy 8[1]
RNAV (GPS) Rwy 26
NA when local weather not available.
[1]Categories A, B, 1000-2; Categories C, D, 1000-3.

NAME ALTERNATE MINIMUMS

PORTLAND, OR

PORTLAND INTL ..... **ILS or LOC Rwy 10L[1]**
ILS or LOC Rwy 10R[2]
ILS or LOC Rwy 28L[3]
ILS or LOC Rwy 28R[4]
LOC/DME Rwy 21[5]
RNAV (GPS) Rwy 10L[5]
RNAV (GPS) Rwy 10R[5]
RNAV (GPS) Rwy 12[6]
RNAV (GPS) Rwy 28L[5]
RNAV (GPS) Rwy 28R[5]
VOR/DME Rwy 21[5]
VOR-A[7]
VOR Rwy 28R[5]

[1]ILS, Category A, 700-2; Categories B, C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.
[2]Categories A, B, C, 900-2; Category D, 1000-3; Category E, 1200-3.
[3]ILS, Category A, 700-2; Categories B, C, 800-2; Category D, 1000-3; Category E, 1200-3. LOC, Category D, 1000-3; Category E, 1200-3.
[4]ILS, Category A, 700-2; Categories B, C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.
[5]Category D, 1000-3.
[6]NA when local weather not available.
[7]Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.

PORTLAND-HILLSBORO .. **ILS or LOC Rwy 12[1]**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
NA when local weather not available.
[1]Categories A, B, 1500-2; Categories C, D, 1500-3.

PORTLAND-TROUTDALE ..... **NDB or GPS-A**
Categories A,B, 1100-2; Category C, 1100-3; Category D, 1300-3.

PULLMAN/MOSCOW, WA

PULLMAN/MOSCOW MUNI ..... **RNAV (GPS) Rwy 5,**800-2¼

RAWLINS, WY

RAWLINS MUNI/ HARVEY FIELD ..... **RNAV (GPS) Rwy 22[1]**
VOR/DME Rwy 22[2]
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

REDMOND, OR

ROBERTS FIELD ..... **ILS or LOC Rwy 22[1]**
VOR/DME Rwy 22[2]
[1]ILS,LOC,Category D,800-2¼; Category E, 800-2½.
[2]Category A, B, 1000-2; Category C, 1000-2¾; Category D, E, 1000-3.

RENTON, WA

RENTON MUNI ..... **NDB Rwy 16[1]**
RNAV (GPS) Y Rwy 16[2]
NA when local weather not available.
[1]Categories A, B, 1000-2; Categories C, D, 1000-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

REXBURG, ID

REXBURG-MADISON COUNTY ..... **RNAV (GPS) Rwy 35**
NA when local weather not available.
Category D, 800-2½.

RICHLAND, WA

RICHLAND ..... **NDB Rwy 19[1]**
RNAV (GPS) Rwy 19[1]
RNAV (GPS) Rwy 26[1]
VOR/DME-A[2]
VOR Rwy 26[1]
[1]Category D, 800-2½.
[2]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

RIVERTON, WY

RIVERTON RGNL ..... **ILS or LOC Rwy 28**
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
VOR Rwy 10
VOR Rwy 28
NA when local weather not available.

ROSEBURG, OR

ROSEBURG RGNL ..... **RNAV (GPS)-B**
NA when local weather not available.
Categories A, B, 1200-2; Category C, 1200-3; Category D, 1400-3.

SALEM, OR

MCNARY FIELD ..... **ILS or LOC Rwy 31[12]**
LOC/DME Rwy 31[3]
RNAV (GPS) Rwy 31[13]
[1]NA when local weather not available.
[2]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2½.

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NAME ALTERNATE MINIMUMS

SALMON, ID

LEMHI COUNTY ..... **RNAV (GPS)-D**
NA when local weather not available.
Categories A, B, 3000-2; Category C, 3000-3.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK ..... **VOR/DME or GPS-A**
Category B, 900-2; Category C, 1000-2¾; Category D 1300-3.

SEATTLE, WA

BOEING FIELD-KING COUNTY INTL ..... **ILS or LOC Rwy 31L[1]**
LOC/DME Rwy 13R[2]
RNAV (GPS) Y Rwy 13R[3]
RNAV (RNP) Z Rwy 13R[4]
[1]Category A, 800-2; Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[3]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[4]Categories A, B, C, D, 800-2¼.

SHERIDAN, WY

SHERIDAN COUNTY ..... **ILS or LOC/DME Rwy 32**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR Rwy 14
NA when local weather not received.
Category D, 800-2¼.

SIDNEY, MT

SIDNEY-RICHLAND MUNI ..... **NDB Rwy 1[1]**
NDB Rwy 19[2]
RNAV (GPS) Rwy 1[3]
RNAV (GPS) Rwy 19[3]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

SPOKANE, WA

FELTS FIELD ..... **ILS/DME Rwy 21R[1]**
RNAV (GPS)-A[2]
RNAV (GPS) Rwy 3L[2]
VOR Rwy 3L[34]
[1]Categories A,B, 1000-2;Category C, 1000-2¾.
[2]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Categories A, B, 1000-2; Categories C, D, 1000-3.
[4]NA when local weather not available.

SPOKANE INTL ..... **ILS or LOC Rwy 3[1]**
RNAV (GPS) Rwy 3[2]
VOR Rwy 3[3]
[1]ILS, Category D, 700-2.
[2]Category D, 800-2¼.
[3]Category E, 800-2½.

TACOMA, WA

TACOMA NARROWS ..... **ILS Rwy 17[1]**
NDB Rwy 35[1]
RNAV (GPS) Rwy 17[12]
RNAV (GPS) Rwy 35[23]
[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

THE DALLES, OR

COLUMBIA GEORGE RGNL/ THE DALLES MUNI ..... **RNAV (GPS)-A**
Categories A,B, 1100-2; Category C, 1100-3; Category D, 1200-3.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL ..... **ILS or LOC Rwy 25[1]**
NDB Rwy 25
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR Rwy 7[2]
NA when local weather not available.
[1]ILS, Category D, 700-2; Category E, 900-3. LOC, Category E, 900-3.
[2]Category C, 800-2¼; Category D, 800-2½.

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NAME ALTERNATE MINIMUMS

WALLA WALLA, WA

WALLA WALLA RGNL ..... **ILS or LOC Rwy 20**[1]
ILS or LOC Y Rwy 20[13]
ILS or LOC/DME Z Rwy 20[23]
NDB Rwy 20, 1000-3
RNAV (GPS) Rwy 2[34]
RNAV (GPS) Rwy 16[4]
RNAV (GPS) Rwy 20[4]
VOR/DME Rwy 2[4]

[1]ILS, LOC, Categories A, B, 1100-2; Categories C, D, 1100-3.
[2]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2½.

WENATCHEE, WA

PANGBORN
MEMORIAL ..... **ILS Y Rwy 12,** 1300-4
RNAV (RNP) Rwy 12, 1200-4
VOR/DME-C[12]
VOR/DME-A[3]

[1]NA when local weather not available.
[2]Categories A, B, 1500-2; Categories C, D, 1500-3.
[3]Categories A, B, 2000-2; Categories C, D, 2000-3.

WOLF POINT, MT

L.M. CLAYTON ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29

NA when local weather not available.

WORLAND, WY

WORLAND MUNI ..... **VOR or GPS Rwy 16**
Categories C,D, 800-2½.

YAKIMA, WA

YAKIMA AIR TERMINAL/
MCALLISTER FIELD .... **ILS Y Rwy 27,** 600-2¼[1]
LOC/DME BC-B[12]
RNAV (GPS) Y Rwy 27[3]
VOR/DME or TACAN Rwy 27[4]
VOR-A[5]

[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]Category C, 800-2½; Category D, 800-2¾.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Category C, 800-2¼; Category D, 800-2½.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

AFTON, WY

AFTON MUNI

DEPARTURE PROCEDURE: **Rwy 16,** Use LUNDI DEPARTURE. **Rwy 34,** use AFTON DEPARTURE.

ALBANY, OR

ALBANY MUNI

DEPARTURE PROCEDURE: **Rwy 16,** turn right. **Rwy 34**, turn left. **All aircraft** climb direct CVO VOR/DME and continue climb in CVO VOR/DME holding pattern, (E, right turns, 261° inbound) to cross CVO VOR/DME at or above 3000.

ANACONDA, MT

BOWMAN FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** std. w/ min. climb of 417' per NM to 9000, or 2800-3 for climb in visual conditions. **Rwy 17,** std. w/ min. climb of 321' per NM to 10200, or 2800-3 for climb in visual conditions. **Rwy 22,** NA-obstacles. **Rwy 35,** std. w/ min. climb of 369' per NM to 9100, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 4, 35,** climbing right turn to 10200 via heading 130° and CPN VOR/DME R-340 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

NAME TAKE-OFF MINIMUMS

BOWMAN FIELD(CON'T)

Rwy 17, climbing left turn to 10200 via heading 100° and CPN VOR/DME R-335 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

NOTE: **Rwy 17,** multiple trees beginning 865' from departure end of runway, 243' left of centerline, up to 70' AGL/5097' MSL. Rod on hangar 570' from departure end of runway, 278' left of centerline, 54' AGL/5054' MSL. Multiple trees beginning 787' from departure end of runway, 165' right of centerline, up to 70' AGL/5098' MSL. Multiple transmission lines beginning 4602' from departure end of runway, 1664' right of centerline, 80' AGL/5159' MSL. **Rwy 35,** multiple transmission lines beginning 2242' from departure end of runway, 964' left of centerline, up to 80' AGL/5159' MSL.

ARCO, ID

ARCO-BUTTE COUNTY (AOC)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA - Obstacles.

DEPARTURE PROCEDURE: Use JATTS DEPARTURE.

ARLINGTON, WA

ARLINGTON MUNI

TAKE-OFF MINIMUMS: **Rwy 11,** 600-2 or std. with a min. climb of 350' per NM to 700. **Rwy 34,** 500-2 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 11,** turn right. **Rwy 16**, climb direct to WATON LOM. **Rwys 29,34**, turn left. **All aircraft** climb direct to WATON LOM. Aircraft departing WATON LOM on bearings 150° CW 200° and bearings 260° CW 340° from WATON LOM continue climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 4500 then continue climb on course. Aircraft departing WATON LOM on bearings 200° CW 260° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 1500 then continue climb on course.

ASTORIA, OR

ASTORIA RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 800-3 or std. with a min. climb of 320' per NM to 900. **Rwy 13**, 700-2 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 8,31,** turn left. **Rwy 13**, climb runway heading to 800 then climbing right turn. **Rwy 26**, turn right. Aircraft departing northwestbound climb via AST R-290 on course. **All other aircraft** climb to 1500 or above via AST R-290 then left turn to AST VOR/DME and continue climbing on course.

AUBURN, WA

AUBURN MUNI

DEPARTURE PROCEDURE: Use AUBURN DEPARTURE.

AURORA, OR

AURORA STATE

DEPARTURE PROCEDURE: **Rwy 17**, turn right, thence... **Rwy 35**, turn left, thence...
...Aircraft proceeding via V23 climb on course; All others climb in UBG VOR/DME holding pattern (hold south, left turn, 003° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight.

NOTE: **Rwy 17,** multiple trees 31' from departure end of runway, 273' right of centerline, up to 90' AGL/270' MSL. Multiple trees beginning 979' from departure end of runway, 247' right of centerline up to 113' AGL/316' MSL. Road 254' from departure end of runway, 350' left of centerline, 16' AGL/209' MSL. **Rwy 35,** multiple trees and road beginning 31' from departure end of runway, 163' left of centerline, up to 138' AGL/329' MSL. Multiple trees beginning 973' from departure end of runway, 281' right of centerline, up to 58' AGL/253' MSL.

BAKER, MT

BAKER MUNI

NOTE: **Rwy 13,** 51' derrick 2200' from departure end of runway on centerline. 100' trees south of airport, near runway, various locations. **Rwy 31,** 146' antenna on tower 4000' from departure end of runway, 1800' left of centerline. 114' rod on OL antenna 3800' from departure end of runway on centerline.

BAKER CITY ,OR

BAKER CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 8**, 900-2 or std. with a min. climb of 315' per NM to 6000, (788' per min. at 150K, 1050' per min. at 200K, 1313' per min. at 250K). **Rwy 13**, 1400-2 or std. with a min. climb of 310' per NM to 6000 (775' per min. at 150K, 1033' per min. at 200K, 1292' per min. at 250K). **Rwy 17**, NA. **Rwy 31,** 1300-2 or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K). **Rwy 35**, CAT C,D 1000-2; or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K).

DEPARTURE PROCEDURE: **Rwys 8,13**, turn left. **Rwys 26,31,35,** turn right. **All aircraft** climb direct BKE VOR/DME. Continue climb in BKE holding pattern (SE, right turns, 298° inbound) to cross BKE VOR/DME at or above MCA or MEA for route of flight.

BELLINGHAM, WA

BELLINGHAM INTL

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 160° to 600, then climbing right turn direct HUH VORTAC. Do not exceed 210 KIAS until established northbound. **Rwy 34,** climb heading 340° to 600, then climbing left turn to intercept HUH R-145 to HUH VORTAC, continue climb in holding pattern (northwest, right turn, 149° inbound) to MEA as appropriate for direction of flight.

NOTE: **Rwy 16,** lighted windsock 9' from departure end of runway, 259' right of centerline, 16' AGL/181' MSL. Multiple trees beginning 747' from departure end of runway, 405' right of centerline, up to 68' AGL/213' MSL. Multiple trees beginning 1128' from departure end of runway, 57' left of centerline, up to 104' AGL/249' MSL. **Rwy 34,** lighted windsock 93' from departure end of runway, 516' right of centerline, 27' AGL/169' MSL. multiple trees beginning 1372' from departure end of runway, 619' right of centerline, up to 134' AGL/246' MSL.

BEND, OR

BEND MUNI (BDN)
AMDT 4 09183 (FAA)

DEPARTURE PROCEDURE: Use BEND DEPARTURE.

BIG PINEY, WY

MILEY MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwys 8,26,** NA.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 8400 via BPI R-124. **Rwy 31,** climb to 10800 via BPI R-320 thence all aircraft climb on course.

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BILLINGS, MT

BILLINGS LOGAN INTL (BIL)
AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10R,** NA- Obstacles.

DEPARTURE PROCEDURE: **Rwy 10L,** Climb heading 098° to 4600 before turning right.

NOTE: **Rwy 10L,** fence 466' from departure end of runway, 535' right of centerline, 11' AGL/3511' MSL, cars on road, beginning from 624' from departure end of runway, 427' right of centerline, 15' AGL/3523' MSL, ground beginning 21' from departure end of runway, 499' right of centerline, 0' AGL/3505' MSL. **Rwy 25,** airport security fence, abeam departure end of runway, 500' left of centerline, 11' AGL/3672' MSL to 1200' from departure end of runway, abeam rwy centerline, 11' AGL/3672' MSL.

BLACKFOOT, ID

MCCARLEY FIELD

DEPARTURE PROCEDURE: **Rwy 1,** climb to 7000 (or higher assigned altitude) direct IDA VOR/DME, before proceeding on course. **Rwy 19,** climb to 7000 (or higher assigned altitude) direct PIH VORTAC, before proceeding on course.

BOISE, ID

BOISE AIR TERMINAL / GOWEN FIELD (BOI)
AMDT 6 10042 (FAA)

DEPARTURE PROCEDURE: Use GOWEN DEPARTURE.

BONNERS FERRY, ID

BOUNDARY COUNTY (65S)
ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** NA-Terrain.

DEPARTURE PROCEDURE: **Rwy 20,** use KARPS (RNAV) DEPARTURE.

BOZEMAN,MT

GALLATIN FIELD (BZN)
AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA-ATC.

DEPARTURE PROCEDURE: **Rwys 12, 30,** use BOZEMAN DEPARTURE.

BREMERTON,WA

BREMERTON NATIONAL (PWT)
AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. w/ min. climb of 410' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1,** Climbing right turn to 6000 direct CAN NDB, Thence...**Rwy 19,** Climb to 6000 direct CAN NDB, thence...

...Continue climb-in-hold (S, LT, 013° inbound) to 6000 before proceeding on course.

NOTES: **Rwy 1,** Multiple bushes 380' from departure end of runway, 522' left of centerline, up to 17' AGL/456' MSL, multiple trees and poles beginning 1210' from departure end of runway, 622' left of centerline, up to 100' AGL/561' MSL, multiple trees and bushes 1012' from departure end of runway, 708' right of centerline, up to 100' AGL/495' MSL. **Rwy 19,** Multiple trees beginning 176' from departure end of runway, 337' left of centerline, up to 100' AGL/514' MSL, multiple trees beginning 371' from departure end of runway, 277' right of centerline, up to 100' AGL/548' MSL.

BUFFALO,WY

JOHNSON COUNTY

TAKE-OFF MINIMUMS: Northbound aircraft: **Rwys 13,31,** 2400-2 or std. with a min. climb of 300' per NM to 7500. Southbound aircraft: **Rwy 31**, 400-2 or std. with a min climb of 300' per NM to 6000.

DEPARTURE PROCEDURE: Northbound aircraft: **Rwy 13**, turn left. **Rwy 31,** climb straight ahead. **All aircraft** proceed via SHR R-139 to SHR VORTAC. Southbound aircraft: **Rwy 13,** climb straight ahead. **Rwy 31,** turn right. **All aircraft** proceed via CZI R-319 to CZI VOR/DME.

BURLEY, ID

BURLEY MUNI (BYI)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1½ or std. w/ min. climb of 428' per NM to 4500.

DEPARTURE PROCEDURE: **Rwy 2,** climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 6,** climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 20,** climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 24,** climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 2,** obstruction light on bridge 252' from DER, 513' left of centerline, 57' AGL/4195' MSL. Trees beginning 686' from DER, 201' right of centerline, up to 35' AGL/4184' MSL. Tree 694' from DER, 375' left of centerline, 29' AGL/4178' MSL. Obstruction light on building 736' from DER, 188' left of centerline, 11' AGL/4161' MSL. Tower 803' from DER, 590' left of centerline, 55' AGL/4204' MSL. Vehicles on road beginning 857' from DER, 1' right of centerline, up to 17' AGL/4168' MSL. Poles beginning 1226' from DER, 549' left of centerline, up to 72' AGL/4222' MSL. Building vent 1240' from DER, 164' left of centerline, 27' AGL/4177' MSL. Stack 2206' from DER, 856' right of centerline, 86' AGL/4236' MSL. Stack 2573' from DER, 614' left of centerline, 86' AGL/4236' MSL. Elevators beginning 3980' from DER, 131' right of centerline, up to 133' AGL/4283' MSL. **Rwy 6,** trees beginning 46' from DER, 172' right of centerline, up to 14' AGL/4163' MSL. Rising terrain beginning 49' from DER, 326' right of centerline, up to 4149' MSL. Bush 150' from DER, 103' right of centerline, 5' AGL/4147' MSL. Antenna 586' from DER, 398' left of centerline, 15' AGL/4165' MSL. Obstruction light on bridge 1061' from DER, 80' right of centerline, 39' AGL/4179' MSL.

BURLEY MUNI (BYI) (CON'T)

Rwy 20, obstruction light pole 42' from DER, 124' left of centerline,16' AGL/4170' MSL. Railroad beginning 65' from DER, 4' left of centerline, up to 23' AGL/4177' MSL. Sign 181' from DER, 121' right of centerline, 18' AGL/ 4172' MSL. Vehicles on road 162' from DER, 2' left of centerline, 17'AGL/4169' MSL. Vehicles on road beginning 335' from DER 348' right of centerline up to 17' AGL/4171' MSL. Pole 446' from DER, 210' right of centerline, 26' AGL/4180' MSL. Antenna 523' from DER, 337' right of centerline, 63' AGL/4217' MSL. Tree 586' from DER, 213' right of centerline, 28' AGL/4182' MSL. Trees beginning 2014' from DER, 339' left of centerline, up to 96' AGL/4251' MSL.

Rwy 24, vehicles on road beginning 25' from DER, 9' left of centerline, up to 15' AGL/4169' MSL. Fence 58' from DER, 8' left of centerline, 4' AGL/4154' MSL. Rising terrain beginning 69' from DER, 201' right of centerline, up to 4154' MSL. Railroad 152' from DER, 6' left of centerline, 23' AGL/4176' MSL. Trees beginning 427' from DER, 101' right of centerline, up to 69' AGL/4223' MSL. Vehicles on road beginning 509' from DER, 586' right of centerline, up to 15' AGL/4169' MSL. Railroad beginning 568' from DER, 288' right of centerline, up to 23' AGL/4177' MSL. Pole 735' from DER, 185' left of centerline, 18' AGL/4172' MSL. Light standard 824' from DER, 58' right of centerline, 23' AGL/4177' MSL. Antenna 1630' from DER, 112' left of centerline, 58' AGL/4212' MSL. Tower 2766' from DER, 175' left of centerline,123' AGL/4282' MSL. Tower 3570' from DER, 158' right of centerline, 157' AGL/4312' MSL. Obstruction light on elevators beginning 3115' from DER, 164' left of centerline, up to 184' AGL/4344' MSL.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL (BVS)

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 3000-2 or std. with a min. climb of 340' per NM to 3600. **Rwy 10**, 1700-2 or std. with a min. climb of 245' per NM to 2300. **Rwy 22**, 1300-2 or std. with a min. climb of 210' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 4,10,22**, turn right heading 280°. **Rwy 28**, climb runway heading.

All aircraft climb to 2500 then turn right direct BVS NDB to cross BVS at or above 4500. Aircraft departing on BVS R-145 CW R-330 climb on course. All others continue climbing in BVS holding pattern (NW, right turns 113° inbound) to cross BVS at or above 6800 before proceeding on course.

NOTE: **Rwy 4,** tree 2581' from departure end of runway, 426' left of centerline, 100' AGL/212' MSL. Light pole 1489' from departure end of runway, 136' left of centerline 35' AGL/137' MSL. Bush 126' from departure end of runway, 430' right of centerline, 20' AGL/101' MSL. Building 2925' from departure end of runway, 130' left of centerline, 60' AGL/180' MSL.

BURNS, OR

BURNS MUNI

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn, thence... **Rwy 12**, climb to 4600 via heading 117°, thence... **Rwys 21, 30,** climbing left turn, thence... ...All aircraft departing on ILR R-072 CW R-209, climb on course. All others climb on ILR R-123 within 10 NM to cross ILR VOR/DME at or above 5000.

NOTE: **Rwy 21,** pole 820' from departure end of runway, 357' left of centerline, 20' AGL/4169' MSL.

BUTTE, MT

BERT MOONEY

TAKE-OFF MINIMUMS: **Rwy 11**, NA-obstacles. **Rwy 15,** std. w/ min. climb of 601' per NM to 7300, or 3300-3 for climb in visual conditions. **Rwy 29,** std. w/ min. climb of 832' per NM to 6700, or 3300-3 for climb in visual conditions. **Rwy 33,** std. w/ min. clim b of 355' per NM to 6800, or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climbing right turn direct CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . .**Rwy 29,** climb heading 293° to intercept CPN VOR/DME R-082 to CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . . **Rwy 33,** climb direct CPN VOR/DME, or for climb in visual condtions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . .

. . .climb in CPN VOR/DME holding pattern (hold north, left turn, 166° inbound) to cross CPN VOR/DME at or above MEA before proceeding enroute.

NOTE: **Rwy 15,** multiple trees beginning 2 NM from departure end of runway, 1779' right of centerline, up to 100' AGL/6659' MSL. Tree 2.1 NM from departure end of runway, 66' left of centerline, 100' AGL/5934' MSL. **Rwy 29,** multiple trees and poles beginning 364' from departure end of runway, 7' right of centerline, up to 100' AGL/5621' MSL. Multiple trees and lights beginning 322' left of centerline, up to 100' AGL/5582' MSL. Terrain and numerous trees beginning 1.2 NM from departure end of runway, 1022' left of centerline, up to 100' AGL/6 379' MSL. **Rwy 33,** flag pole 1095' from departure end of runway, 730' left of centerline, 64' AGL/ 5583' MSL.

CALDWELL, ID

CALDWELL INDUSTRIAL

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 300' per NM to 5600, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: Cross Caldwell Industrial Airport at or above 4800 before proceeding on course. **Rwy 30,** climb via heading 299° to 4400 before proceeding on course.

NOTE: **Rwy 12,** levee 198' from departure end of runway, 281' left of centerline, 0' AGL/2451' MSL. Multiple trees 1462' from departure end of runway, 877' right of centerline, up to 100' AGL/2505' MSL. **Rwy 30,** multiple poles 206' from departure end of runway, 389' right of centerline, up to 39' AGL/2457' MSL. Rod 353' from departure end of runway, 246' right of centerline, 21' AGL/2439' MSL.

CASPER, WY

CASPER/NATRONA COUNTY INTL (CPR)

AMDT 3A 09155 (FAA)

DEPARTURE PROCEDURE: **Rwys 3,8,12**, turn left. **All other runways,** turn right. **All aircraft** climb direct DDY VORTAC before proceeding on course, or comply with published Casper SIDs.

CHEHALIS, WA

CHEHALIS-CENTRALIA

DEPARTURE PROCEDURE: **Rwy 16,** climb to 1000 via heading 160° then climbing left turn to 4000 via heading 001° and OLM R-151 to OLM VORTAC before proceeding on course. **Rwy 34,** climb to 4000 via heading 340° and OLM R-176 to OLM VORTAC before proceeding on course.

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON FIELD

NOTE: **Rwy 13,** multiple trees beginning 74' from departure end of runway, 115' left of centerline, up to 40' AGL/6166' MSL. Multiple trees, pole, and fence beginning 34' from departure end of runway, 167' right of centerline, up to 40' AGL/6154' MSL. **Rwy 27,** multiple trees and poles beginning 525' from departure end of runway, 271' left of centerline, up to 40' AGL/6216' MSL. Multiple trees and poles beginning 1222' from departure end of runway, 275' right of centerline, up to 40' AGL/6211' MSL. **Rwy 31.** multiple trees, road, fence and sign beginning 196' from departure end of runway, 76' left of centerline, up to 40' AGL/6238' MSL. Multiple poles and sign beginning 407' from departure end of runway, 8' left of centerline, up to 69' AGL/6229' MSL.

CODY, WY

YELLOWSTONE RGNL (COD)

AMDT 4 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. with a min. climb of 400' per NM to 8000' or 4200-3 for climb in visual conditions. **Rwy 22,** std. with a min. climb of 385' per NM to 7400' or 4200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 038° to 5900, then climbing left turn via COD R-171 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight. **Rwy 22,** climb heading 218° to 6600, then climbing left turn via COD R-180 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 4,** trees beginning 100' from DER, 262' right of centerline, up to 79' AGL/5199' MSL. Rising terrain beginning 1723' from DER, 304' right of centerline, up to 5146' MSL. **Rwy 22,** poles beginning 1 NM from DER, 406' right of centerline, up to 60' AGL/5332' MSL. Rising terrain beginning 1 NM from DER, 109' right of centerline, up to 6235' MSL. Rising terrain beginning 5074' from DER, 131' left of centerline, up to 5428' MSL.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

AMDT 9 10042 (FAA)

DEPARTURE PROCEDURE: use COEUR D'ALENE DEPARTURE.

COLSTRIP, MT

COLSTRIP (M46)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6** use CISPU (RNAV) DEPARTURE. **Rwy 24,** use CONUK (RNAV) DEPARTURE.

CONRAD, MT

CONRAD

DEPARTURE PROCEDURE: **Rwy 24,** climb runway heading to 4300, then continue climb on course.

CORVALLIS, OR

CORVALLIS MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35,** std. with a min. climb of 290' per NM to 3100 or 1700-3 for climb in visual conditions. **Rwy 27,** std. with a min. climb of 310' per NM to 3100 or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 17,** climbing left turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400. **Rwys 27, 35,** climbing right turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400.

...climb in CVO VOR/DME holding pattern (E, RT, 261° inbound) to depart at or above 3400.

NOTE: **Rwy 9,** multiple trees and railroad beginning 549' from departure end of runway, 254' left of centerline, up to 153' AGL/383' MSL. Multiple trees and railroad beginning 670' from departure end of runway, 5' right of centerline, up to 135' AGL/380' MSL. **Rwy 27,** obstruction light on glideslope 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL. **Rwy 35,** multiple trees beginning 470' from departure end of runway, 544' left of centerline up to 36' AGL/276' MSL.

COWLEY/LOVELL/BYRON, WY

NORTH BIG HORN COUNTY

DEPARTURE PROCEDURE: **Rwys 9, 27**, aircraft departing via HCY NDB bearings 130° CW 225° climb on course, all others climb in HCY NDB holding pattern (W, right turns, 078° inbound) to cross HCY NDB at or above 9000.

DEER PARK, WA

DEER PARK (DEW)
AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1½ or std. with a min. climb of 455' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 4,** climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 16,** climb heading 164° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 22,** climbing left turn heading 155° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 34,** climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC.

NOTE: **Rwy 4,** aircraft 261' from DER, 511' left of centerline, up to 21' AGL/2210' MSL. Trees beginning 1809' from DER, 413' left of centerline, up to 109' AGL/2299' MSL. Aircraft 104' from DER, 186' right of centerline, up to 21' AGL/2200' MSL. Trees beginning 1667' from DER, 373' right of centerline, up to 116' AGL/2319' MSL. **Rwy 16,** trees beginning 31' from DER, 455' left of centerline, up to 109' AGL/2279' MSL. Trees beginning 2587' from DER, 621' right of centerline, up to 104' AGL/2264' MSL. **Rwy 22,** trees beginning 1461' from DER, 211' right of centerline, up to 90' AGL/2270' MSL. **Rwy 34,** aircraft 23' from DER, 218' left of centerline, up to 21' AGL/2230' MSL. Trees beginning 2678' from DER, 18' left of centerline, up to 165' AGL/2375' MSL. Vehicles beginning 74' from DER, 339' right of centerline, up to 15' AGL/2234' MSL. Trees beginning 2219' from DER, 260' right of centerline, up to 100' AGL/2382' MSL.

DILLON, MT

DILLON

TAKE-OFF MINIMUMS: **Rwys 3,21,** NA.

DEPARTURE PROCEDURE: **Rwys 16,34**, turn right, climb in DLN VOR/DME holding pattern (N, right turns, 185° inbound) to cross DLN VOR/DME at or above; northwestbound V257 8500; southwestbound V121 8500; northbound V21 7600; southeastbound V21, V257 9400.

DOUGLAS, WY

CONVERSE COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 300-2 or std. with a min. climb of 250' per NM to 5200. **Rwy 23,** 1700-3 or std. with a min. climb of 260' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn via IIP VOR/DME R-342 to IIP VOR/DME. **Rwy 11,** climbing right turn via IIP VOR/DME R-312 to IIP VOR/DME. **Rwy 23,** climbing left turn via IIP VOR/DME R-264 to IIP VOR/DME. **Rwy 29,** climbing right turn via IIP VOR/DME R-325 to IIP VOR/DME. **All aircraft** departing IIP R-253 CW R-180 climb on course. All others continue climb in IIP VOR/DME holding pattern (NW, left turns, 125° inbound) to cross IIP VOR/DME at or above: R-181 CW R-199 9600; R-200 CW R-252 8000.

NOTE: **Rwy 5,** trees 1883' from departure end of runway, 549' right of centerline, 35' AGL/5014' MSL. Trees 3407' from departure end of runway, 209' right of centerline, 35' AGL/5074' MSL. Trees 5458' from departure end of runway, 1954' right of centerline, 35' AGL/5132' MSL. **Rwy 23,** trees 2068' from departure end of runway, 1008' left of centerline, 35' AGL/4994' MSL. Trees 3130' from departure end of runway, 1215' left of centerline, 35' AGL/5014' MSL.

DRIGGS, ID

DRIGGS-REED MEMORIAL (DIJ)
AMDT 2 08157 (FAA)

DEPARTURE PROCEDURE: Use LAMON DEPARTURE.

EASTSOUND, WA

ORCAS ISLAND (ORS)
AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** NA-Terrain. **Rwy 34,** 500-3 or std. w/ min. climb of 224' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 34,** climbing right turn to 2000 to intercept HUH VORTAC R-210 to HUH VORTAC, then climb-in-hold (hold South, Left turns, 352° inbound) to cross HUH VORTAC at or above 3800 before proceeding on course.

NOTE: **Rwy 34,** trees beginning 330' from DER, 411' left of centerline, up to 120' AGL/139' MSL.

ELLENSBURG, WA

BOWERS FIELD

TAKE-OFF MINIMUMS: **Rwys 7,11,** 4600-3 or std. with a min. climb of 290' per NM to 7800. **Rwy 25,** 4700-3 or std. with a min. climb of 340' per NM to 7800. **Rwy 29,** 4600-3 or std. with a min. climb of 320' per NM to 7800.

DEPARTURE PROCEDURE: **Rwys 7, 29,** climbing right turn direct ELN VORTAC. **Rwys 11, 25,** climbing left turn direct ELN VORTAC. **All aircraft,** continue climbing in the ELN VORTAC holding pattern (W, right turns, 087° inbound) to MEA/MOCA for route of flight.

EPHRATA, WA

EPHRATA MUNI (EPH)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 027° to 2300 before proceeding on course. **Rwy 11,** climb heading 112° to 2200 before proceeding on course. **Rwy 21,** climb heading 207° to 2800 before proceeding on course.

EUGENE, OR

MAHLON SWEET FIELD (EUG)
AMDT 7 10266 (FAA)

DEPARTURE PROCEDURE: **Rwys 16L, 16R,** climb heading 163° to 1000 then climbing right turn...**Rwys 34L, 34R,** climb heading 343° to 1000 then climbing left turn...

...all aircraft climb direct EUG VORTAC, then climb in hold in EUG VORTAC holding pattern (hold north, right turns, 175° inbound) to cross EUG VORTAC at or above MEA before proceeding on course.

NOTE: **Rwy 16L,** multiple power poles beginning 1036' from DER, 74' right of centerline, up to 35' AGL/408' MSL. Multiple power poles beginning 1017' from DER, 211' left of centerline, up to 31' AGL/404' MSL. **Rwy 16R,** tree 1991' from DER, 83' left of centerline, 54' AGL/419' MSL. Numerous trees beginning 1504' from DER, 489' right of centerline, up to 43' AGL/408' MSL. **Rwy 34L,** tree 1597' from DER, 842' left of centerline, 50' AGL/404' MSL. **Rwy 34R,** tree 2897' from DER, 606' right of centerline, 77' AGL/440' MSL. Tree 2535' from DER, 643' left of centerline, 65' AGL/428' MSL.

EVANSTON, WY

EVANSTON-UINTA COUNTY BURNS FIELD

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 050° and FBR VOR/DME R-243 to FBR VOR/DME. **Rwy 23**, climbing left turn via heading 030° and FBR VOR/DME R-243 to FBR VOR/DME.

All aircraft: cross FBR VOR/DME at or above MEA for direction of flight.

EVERETT, WA

SNOHOMISH COUNTY (PAINE FIELD)

TAKE-OFF MINIMUMS: **Rwy 29,** std. with a min. climb of 353' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 11, 16L/R,** climbing right turn, thence...**Rwys 29, 34L/R,** climbing left turn, thence...

...for aircraft departing via V287 west bound, climb via PAE VOR/DME R-236 to 3000. All others, climb direct PAE VOR/DME, climb in PAE VOR/DME holding pattern (NW, RT, 149° inbound) to MEA for route of flight before proceeding on course.

NOTE: **Rwy 11,** multiple antennas on building, rod on obstruction light, and trees beginning 326' from departure end of runway, 387' right of centerline, up to 85' AGL/664' MSL. Tree 1156' from departure end of runway, 600' left of centerline, 93' AGL/672' MSL. **Rwy 16L,** multiple trees and pole beginning 588' from departure end of runway, 220' left of centerline, up to 118' AGL/697' MSL. Multiple trees, pole, and building beginning 449' from departure end of runway, 162' right of centerline, up to 78' AGL/657' MSL. **Rwy 16R,** multiple trees beginning 1228' from departure end of runway, 168' left of centerline, up to 140' AGL/699' MSL. Multiple trees beginning 707' from departure end of runway, 158' right of centerline, up to 118' AGL/687' MSL. **Rwy 29,** multiple trees beginning 45' from departure end of runway, 66' left of centerline, up to 111' AGL/630' MSL. Multiple trees beginning 343' from departure end of runway, 44' right of centerline, up to 110' AGL/689' MSL. **Rwy 34R,** multiple trees and pole beginning 3340' from departure end of runway, 180' right of centerline, up to 95' AGL/674' MSL. Tree 5762' from departure end of runway, 221' left of centerline, 103' AGL/682' MSL.

FAIRCHILD AFB (KSKA)

SPOKANE, WA . . . . . ORIG, 08017

DEPARTURE PROCEDURES: **Rwy 5**, climb on track 048° to intercept SKA R-045 to 5300, then on course. **Rwy 23**, climb on track 241° to 3400, then on course.

TAKE-OFF OBSTACLES: **Rwy 23**, Terrain 2468' MSL, 194' from DER, 405' right of centerline. Terrain 2477' MSL, 461' from DER, 751' right of centerline. Terrain 2477' MSL, 509' from DER, 750' right of centerline.

FORT BENTON, MT

FORT BENTON

TAKE-OFF MINIMUMS: **Rwys 5, 23,** std. w/ min. climb of 274' per NM to 8900 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 5, 23,** for climb in visual conditions: Cross Fort Benton Airport at or above 8900 MSL before proceeding on course.

FORT BRIDGER, WY

FORT BRIDGER

DEPARTURE PROCEDURE: **All aircraft** climb direct FBR VOR/DME. Aircraft departing; FBR R-210 CW R-135 climb on course; FBR R-136 CW R-209 cross FBR VOR/DME at or above 9000. (Hold NE, right turns, 215° inbound).

FRIDAY HARBOR, WA

FRIDAY HARBOR

TAKE-OFF MINIMUMS: **Rwy 34,** 500-1.

DEPARTURE PROCEDURE: Aircraft departing FHR NDB **Rwy 34,** climbing right turn direct FHR NDB, then climb on course. All other aircraft climb on course.

GILLETTE, WY

GILLETTE-CAMPBELL COUNTY (GCC)
AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 275' per NM to 5600, or 1200-3 for climb in visual conditions. **Rwy 21,** 600-3 or std. w/ min. climb of 425' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 158° to 5100, before proceeding on course or, for climb in visual conditions cross Gillette-Campbell County airport at or above 5400 before proceeding on course. **Rwy 21,** climb via heading 206° to 5200, before proceeding on course.

NOTE: **Rwy 3,** windsock 1415' from DER, 100' left of centerline, 24' AGL/4366' MSL. Trees beginning 1976' from DER, 267' right of centerline, up to 30' AGL/4409' MSL. **Rwy 16,** tower and poles beginning 1.61 NM from DER, 1264' left of centerline, up to 57' AGL/4696' MSL. Post and trees beginning 1.77 NM from DER, 300' right of centerline, up to 51' AGL/4789' MSL. **Rwy 21,** fence 328' from DER, 267' left of centerline, 7' AGL/4352' MSL, trees 2077' from DER, 1011' right of centerline, 30' AGL/4449' MSL, tree 7029' from DER, 2378' right of centerline, 30 ' AGL/4729' MSL. **Rwy 34,** fence 1236' from DER, 723' left of centerline, 16' AGL/4380' MSL. Vehicle on road 1609' from DER, 419' left of centerline, 15' AGL/4394 ' MSL. Trees 3093' from DER, 936' right of centerline, 30' AGL/4449 ' MSL. Vehicle on road 1610' from DER. 419' left of centerline, 15' AGL/4380' MSL.

GOODING, ID

GOODING MUNI (GNG)
ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 068° to 5000 before turning left. **Rwy 25,** climb heading 233° to 5600 before turning right.

NOTE: **Rwy 7,** rising terrain 59' from departure end of runway, 479' right of centerline, up to 3754' MSL. Fence line 653' from departure end of runway, 332' right of centerline, 12' AGL up to 3751' MSL. Bushes starting 877' from departure end of runway, 420' right of centerline, 20' AGL up to 3795' MSL. **Rwy 25,** vehicle on road, 91' from departure end of runway, 257' left of centerline, up to 10' AGL/3678' MSL.

GRANGEVILLE, ID
IDAHO COUNTY (S80)
AMDT 1 08157 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7,** NA - Obstacles.
DEPARTURE PROCEDURE: **Rwy 25,** Use MELLR DEPARTURE.

GRANTS PASS, OR
GRANTS PASS
TAKE-OFF MINIMUMS: **Rwy 12,** NA. **Rwy 30,** 4000-3 or std. with a min. climb of 360' per NM to 5000.
DEPARTURE PROCEDURE: **Rwy 30,** climb via heading 320 until passing 5000, then climbing right turn direct RBG VOR/DME. Cross RBG VOR/DME at or above MEA for route of flight.

GRAY AAF (KGRF)
FORT LEWIS, WA . . . . . AMDT 2, 10098
Rwy 15, Standard
Rwy 33, 300-1*
* Or standard with minimum climb of 430/NM to 600.
DEPARTURE PROCEDURE: **Rwy 15,** Climb heading 147° to 700 then climbing left turn direct GRF NDB.
Rwy 33, Climb direct GRF NDB. Aircraft departing 330° CW 070° and 135° CW 260° bearing from GRF NDB climb on course. All others continue climb in GRF NDB holding pattern (hold NW, RT, 147° inbound) to cross GRF NDB at or above: 071° CW 134° bearing from GRF NDB, 8500; 261° CW 329° bearing from GRF NDB, 1500.
TAKE-OFF OBSTACLES: **Rwy 15,** Tree 100' AGL/ 439' MSL, 1848' from DER, 430' right of centerline. **Rwy 33,** Tree 100' AGL/479' MSL, 3465' from DER, 1338' left of centerline.

GREAT FALLS, MT
GREAT FALLS INTL
NOTE: **Rwy 7,** obstruction light on lighted wind sock 237' from departure end of runway, 519' left of centerline, 34' AGL/3694' MSL. Obstruction light on building 2226' from departure end of runway, 614' left of centerline, 78' AGL/3738' MSL. Building on 681' from departure end of runway, 583' right of centerline, 48' AGL/3688' MSL. Multiple light poles beginning 1359' from departure end of runway, 440' right of centerline, up to 90' AGL/3746' MSL. **Rwy 21,** pole 1544' from departure end of runway, 791' left of centerline, 45' AGL/3725' MSL. **Rwy 25,** windmill 2.3 NM from departure end of runway, 4197' right of centerline, 338' AGL/4003' MSL.

GREYBULL, WY
SOUTH BIG HORN COUNTY (GEY)
ORIG-A 09239 (FA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. w/ min. climb of 260' per NM to 4200.
DEPARTURE PROCEDURE: **All runways**, for departures on GEY bearings 320° CW 150°, climb in GEY NDB holding pattern to 9000 before departing on course, then continue climb to MEA or assigned altitude. Departures GEY bearings 150° CW 320° climb on course.
NOTE: **Rwy 25,** bush 4955' from DER, 1268' right of centerline, 2' AGL/4101' MSL.

GUERNSEY, WY
CAMP GUERNSEY
TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 320' per NM to 4700. **Rwy 32,** 1400-2 or std. with a min. climb of 320' per NM to 5800.
DEPARTURE PROCEDURE: **Rwy 14,** climb to 5600 via heading 150°. **Rwy 32,** climb to 5800 via heading 070°. **All aircraft** continue on course.

HAILEY, ID
FRIEDMAN MEMORIAL
TAKE-OFF MINIMUMS: **Rwy 13,** 2700-3 w/ min. climb of 307' per NM to 6400, or 3600-3 for climb in visual conditions. **Rwy 31,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 13,** Climbing right turn heading 149°, then on 160° course to HLE NDB, or for climb in visual conditions: cross Friedman Memorial Airport at or above 8800 heading 151°, then on 151° course to HLE NDB.
NOTE: **Rwy 13,** multiple trees beginning 763' from departure end of runway, 3' right of centerline, up to 100' AGL/5345' MSL. Multiple trees beginning 1.3 NM from departure end of runway, 2587' right of centerline, up to 100' AGL/6099' MSL.

HAMILTON, MT
RAVALLI COUNTY
DEPARTURE PROCEDURE: Use HAMEY RNAV DEPARTURE.

HAVRE,MT
HAVRE CITY-COUNTY (HVR)
AMDT 3 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¾ or std. w/ min. climb of 217' per NM to 3300.
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 3300 then climbing left turn to 8000 direct HVR VOR/DME thence...**Rwy 8,** climb heading 077° to 3300 then climbing left turn to 8000 via HVR R-025 to HVR VOR/DME thence...**Rwy 21,** climb heading 212° to 3300 then climbing right turn to 8000 direct HVR VOR/ DME thence...**Rwy 26,** climb heading 257° to 3300 then climbing right turn to 8000 direct HVR VOR/DME thence...
...continue climb in hold in HVR VOR/DME holding pattern (hold west, right turns, 094° inbound) to cross HVR VOR/DME at or above 8000 before proceeding on course.
NOTE: **Rwy 3,** pole 2682' from DER, 1044' left of centerline, 21' AGL/2680' MSL. **Rwy 8,** obstruction light on windsock 59' from DER, 224' left of centerline, 9' AGL/2588' MSL. Tree 1192' from DER, 752' left of centerline, 25' AGL/2610' MSL. Tank 1.3 NM from DER, 2287' left of centerline, 57' AGL/2797' MSL. **Rwy 26,** light on windsock, 50' from DER, 225' right of centerline, 9' AGL/2589' MSL. Trees beginning 1617' from DER, 650' right of centerline, 25' AGL/2659' MSL.

HELENA, MT

HELENA RGNL (HLN)
ADMT 9 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 2500-3 or std. w/ min. climb of 250' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 9,** std. w/ min. climb of 240' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 23,**1600-3 or std. w/ min. climb of 560' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 27**,1600-3 or std. w/ min. climb of 390' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwys 16,34,** NA.

DEPARTURE PROCEDURE: **Rwys 5,9,** climbing left turn heading 270°. **Rwys 23,27,** climbing right turn heading 020°. **All Aircraft:** continue climb northwestbound via HLN R-318 to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000, before proceeding on course, or for climb in visual conditions: cross Helena Rgnl airport northbound at or above 5300 and continue climbing via HLN R-336 to WOKEN INT before proceeding on course.

NOTE: **Rwy 5,** ground beginning 5' from departure end of runway, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from departure end of runway, 331' right of centerline, up to 10' AGL/3832' MSL**. Rwy 23,** pole 2198' from departure end of runway, 462' left of centerline, 76'AGL/3996' MSL, tree 1011' from departure end of runway, 379' left of centerline, 44'AGL/3964' MSL, rod on building 953' from departure end of runway, 321' left of centerline, 323' AGL/943' MSL, tree 1519' from departure end of runway, 142' right of centerline, 53' AGL/3953' MSL. **Rwy 27,** buildilng 1593' from departure end of runway, 731' left of centerline, 58'AGL/6385' MSL. Ground beginning 101' from departure end of runway, 346' left of centerline, up to 3871' MSL. Tree 1567' from departure end of runway, 616' left of centerline, 47' AGL/ 3906' MSL.

HERMISTON, OR

HERMISTON MUNI

NOTE: **Rwy 4,** tower 379' left of departure end of runway, 50' AGL/698' MSL. **Rwy 22,** light pole 456' left of departure end of runway, 44' AGL/684' MSL.

HOQUIAM, WA

BOWERMAN

TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 260' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 6,** climbing right turn heading 110°: **Rwy 24,** climb runway heading. **All aircraft** climb to 600 continue climb on course.

HULETT, WY

HULETT MUNI (W43)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** std. w/ min. climb of 450' per NM to 6300, or 500-2¼ w/ min. climb of 295' per NM to 7700, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 7700 via heading 132° before proceeding on course, or climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course. **Rwy 31,** climbing right turn on a heading between 090° clockwise to 115° from departure end of runway to 7700 before proceeding on course.

NOTE: **Rwy 13,** road 398' from departure end of runway, 37' left of centerline, 15' AGL/4296' MSL, truck on road 1126' from departure end of runway, 346' right of centerline, 15' AGL/4334' MSL, trees beginning 4945' from departure end of runway, across centerline, up to 100' AGL/4657' MSL. **Rwy 31,** terrain 104' from departure end of runway, 420' left of centerline, 4200' MSL, terrain 344' from departure end of runway, 233' left of centerline, 4207' MSL.

IDAHO FALLS, ID

IDAHO FALLS RGNL (IDA)
AMDT 4 09351 (FAA)

DEPARTURE PROCEDURE: **All aircraft** departing IDA R-160 CW R-040 climb on course. **All others** climb direct IDA VOR/DME. Continue climb in IDA holding pattern (South, left turns, 019° inbound) to cross IDA VOR/DME at or above 7500 before proceeding on course.

NOTE: **Rwy 2,** pole 1039' from DER, 758' left of centerline, 42' AGL/4762' MSL. **Rwy 17,** trees, flagpole, building, light and vent on buildings, and vehicle on road beginning 29' from DER, 10' right of centerline, up to 84' AGL/4820' MSL. Trees and vent on building beginning 569' from DER, 22' left of centerline, up to 35' AGL/4760' MSL. Trees, antenna, and light poles beginning 1853' from DER, 26' right of centerline, up to 121' AGL/4851' MSL. **Rwy 35,** trees and railroad beginning 410' from DER, 503' right of centerline, up to 49' AGL/4769' MSL. Tree 1034' from DER, 715' left of centerline, 42' AGL/4762' MSL.

JACKSON,WY

JACKSON HOLE

DEPARTURE PROCEDURE: **Rwy 1,** use GEYSER DEPARTURE. **Rwy 19,** use TETON DEPARTURE.

JEROME, ID

JEROME COUNTY (JER)
AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 500-1¾ or std. w/ min. climb of 435' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 086° to 5300 before proceeding on course. **Rwy 27**, climb heading 266° to 4800 before proceeding on course.

NOTE: **Rwy 9,** bush 140' from DER, 500' left of centerline, 16' AGL/4076' MSL. Poles starting 1432' from DER, 32' left of centerline, up to 47' AGL/4169' MSL. Sign 1473' from DER, 547' left of centerline, 49' AGL/4119' MSL. Obstruction light on building 1510' from DER, 6' left of centerline, 43' AGL/4103' MSL. Trees starting 1651' from DER, 100' left of centerline, up to 53' AGL/4137' MSL. Building 2186' from DER, 173' left of centerline, 29' AGL/4119' MSL. Rising terrain starting 2549' from DER, 560' left of centerline, up to 4219' MSL. AG equip 4752' from DER, 517' left of centerline, 26' AGL/4175' MSL. Poles starting 600' from DER, 254' right of centerline, up to 48' AGL/4173' MSL. **Rwy 27,** fence starting 18' from DER, 440' left of centerline, up to 9' AGL/3969' MSL.

JOHN DAY, OR

GRANT COUNTY RGNL/OGILVIE FIELD (GCD)
AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35,** NA, Terrain.

DEPARTURE PROCEDURE: **Rwy 27,** climbing left turn to 12000 heading 270° and IMB R-100 to IMB VORTAC, climb in IMB VORTAC holding pattern (E, right turns, 280° inbound) to cross IMB VORTAC at or above MEA for route of flight.

NOTE: **Rwy 27,** fence beginning 195' from departure end of runway, 50' right of centerline, up to 16' AGL/3665' MSL. Trees beginning 229' from departure end of runway, 261' right of centerline, up to 26' AGL/3662' MSL. Bush 389' from departure end of runway, 438' right of centerline, 20' AGL/3659' MSL.

KALISPELL, MT

GLACIER PARK INTL

DEPARTURE PROCEDURE: Use SKOTT DEPARTURE.

KELSO, WA

SOUTHWEST WASHINGTON RGNL (KLS)
AMDT 3 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** NA, terrain. **Rwy 30,** std. with a min. climb of 370' per NM to 1900 or 1900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:. **Rwy 30**, climb heading 303° to 1900 then climbing right turn to 3900 direct LSO NDB. Continue climb in LSO NDB holding pattern (North, right turns, 175° inbound) to cross LSO NDB at or above 3900, then via BTG R-310 to BTG VORTAC. For climb in visual conditions: cross Southwest Washington Rgnl at or above 1800, then via BTG R-309 to BTG VORTAC.

NOTE: **Rwy 30,** light pole 22' from DER, 301' right of centerline, 30' AGL/49' MSL. Windsock 235' from DER, 348' left of centerline, 30' AGL/49' MSL. Rotating beacon 502' from DER, 425' left of centerline, 50' AGL/70' MSL. Multiple trees beginning 213' from DER, 530' right to 747' left of centerline, up to 136' AGL/155' MSL. Pole 964' from DER, 44' right of centerline, 30' AGL/50' MSL.

KEMMERER, WY

KEMMERER MUNI (EMM)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4,10,22,28,** NA - Rwy surfaces.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 12000 via heading 166° and FBR VOR/DME R-330 to FBR VOR/DME before proceeding on course. **Rwy 34,** climb via heading 346° to 8200 then climbing right turn to12000 via heading 125° and FBR VOR/DME R-345 to FBR VOR/DME before proceeding on course.

KLAMATH FALLS, OR

KLAMATH FALLS (LMT)
AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** NA - Terrain. **Rwy 14,** std. w/ min. climb of 300' per NM to 7100, or 3100 - 3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 400' per NM to 7100, or 3100 - 3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 350' per NM to 7100, or 3100 - 3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 141° to 6500 then climbing right turn to intercept LMT R-181 to LMT VORTAC, thence… or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence… **Rwy 25,** climb heading 253° to 6000 then climbing right turn to intercept LMT R-306 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence… **Rwy 32,** climb heading 321° to 6700 then climbing left turn to intercept LMT R-277 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence…
…continue climb in LMT VORTAC holding pattern (West, Right Turns, 070° inbound) to cross LMT VORTAC at or above MEA for route of flight.

NOTE: **Rwy 14,** trees 3108' from DER, 1240' left of centerline, 100' AGL/4183' MSL. **Rwy 25,** terrain and trees beginning 597' from DER, 420' left of centerline, up to 100' AGL/4499' MSL. Vehicles on road and railroad beginning 254' from DER, 127' left of centerline, up to 23' AGL/4113' MSL. **Rwy 32,** multiple trees beginning 2625' from DER, 742' left of centerline, up to 100' AGL/4191' MSL.

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LA GRANDE, OR

LA GRANDE/UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 12**, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 4500-3 or std. with a min. climb of 500' per NM to 7800. **Rwy 30,** Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 3600-3 or std. with a min. climb of 450' per NM to 6800. **Rwy 34,** 2900-3 or std. with a min. climb of 350' per NM to 6100. **Rwy 16,** 2000-3 or std. with a min. climb of 500' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 12**,**16,** climbing left turn direct LGD NDB, thence; **Rwys 30,34,** climbing right turn heading 010°, thence; **all aircraft** climb to 7000 via the 339° bearing from LGD NDB, then climbing right turn direct LGD NDB.

LAKEVIEW, OR

LAKE COUNTY

TAKE-OFF MINIMUMS: **Rwy 16,** 3700-5 or std. with a min. climb of 320' per NM to 8800. **Rwy 34,** 2500-5 or std. with a min. climb of 320' per NM to 8500.

DEPARTURE PROCEDURE: **Rwy 16**, climbing right turn via LKV R-163 to LKV VORTAC. **Rwy 34**, climbing left turn heading 320° to intercept LKV R-148 then via LKV R-148 to LKV VORTAC. **All aircraft** continue climbing in the LKV VORTAC holding pattern (NW, right turns, 148° inbound) to MEA for route of flight.

LARAMIE, WY

LARAMIE RGNL

DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwys 12,21**, turn right. **All aircraft** climb direct LAR VORTAC, continue climb in holding pattern (W, left turns, 107° inbound) to cross LAR VORTAC at or above: westbound V4, 10600. All others cross LAR VORTAC at or above MEA for direction of flight.

LAUREL, MT

LAUREL MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 14, 27, 32,** NA.

DEPARTURE PROCEDURE: **Rwy 22**, turn left. **All aircraft** climb direct BIL VORTAC.

LEWISTON,ID

LEWISTON-NEZ PERCE COUNTY (LWS)

AMDT 3A 10182 (FAA)

DEPARTURE PROCEDURE: **Rwys 8,12, 26, 30**, turn left direct MQG VOR/DME. Continue climb in holding pattern (W, left turns, 066° inbound) to cross MQG VOR/DME at or above 3600.

LEWISTOWN,MT

LEWISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** 1800-2 or std. with a min. climb of 280' per NM to 6900. **Rwy 7,12,** 900-2 or std. with a min. climb of 220' per NM to 6200.

DEPARTURE PROCEDURE:**Rwys 2,30** turn left. **Rwys 7,12,20**, turn right. **Rwy 25**, climb runway heading. **All aircraft** climb direct LWT VORTAC. Continue climb in holding pattern (W, right turns, 094° inbound) to MEA for route of flight.

LEXINGTON, OR

LEXINGTON

TAKE-OFF MINIMUMS: **Rwy 26,** std. with min. climb of 280' per NM to 7600, or 1600-2 ½ for climb in visual conditions. **Rwy 8,** std. with min. climb of 490' per NM to 4200, or 1600-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 8, 26,** for climb in visual conditions: cross Lexington Airport at or above 3600.

NOTES: **Rwy 8,** trees 1.42 NM from departure end of runway, 2386' left of centerline, 100' AGL/2159' MSL. Trees 1.48 NM from departure end of runway, 2755' left of centerline, 100' AGL/2179' MSL.

LIBBY, MT

LIBBY

TAKE-OFF MINIMUMS: **Rwy 33,** not authorized. **Rwy 15,** use EYESE RNAV DEPARTURE.

LIVINGSTON, MT

MISSION FIELD (LVM)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8,13,26,31,** NA-Enivironmental.

DEPARTURE PROCEDURE: **Rwys 4, 22,** use LIVINGSTON DEPARTURE.

MADRAS, OR

MADRAS MUNI (S33)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 22,** std. with a min. climb of 298' per NM to 3900 or 1300-3 for climb in visual conditions

DEPARTURE PROCEDURE: **Rwys 4, 34,** climbing left turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence… **Rwy 16,** climbing right turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence… , or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC, thence…**Rwy 22,** climb heading 216° to intercept DSD R-348 to DSD VORTAC, thence ... , or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC, thence ...

…continue climb-in-hold (hold North, right turns, 168° inbound) to MEA/MCA for route of flight.

NOTE: **Rwy 4,** vehicle on road beginning 7' from DER,268' left of centerline, up to 15' AGL/2444' MSL. Airplane on tarmac 60' from DER, 252' right of centerline, 40'AGL/2469' MSL. Bush 383' from DER, 483' right of centerline, 19' AGL/2439' MSL. Vehicle on road 742' from DER, 112' right of centerline, up to 15' AGL/2447' MSL. **Rwy 16,** bushes beginning 196'from DER, 151' left of centerline, up to 14' AGL/2444'MSL. Airplane on tarmac 1357' from DER, 280' right of centerline 40' AGL/2479' MSL. **Rwy 34,** bushes beginning 92' from DER, 116' right of centerline, up to 17' AGL/2437' MSL. Airplane on tarmac 1396' from DER, 375' left of centerline, 40' AGL/2469' MSL.

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MC CALL, ID

MC CALL MUNI (MYL)
AMDT 2 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, NA-Obstacles.
DEPARTURE PROCEDURE: **Rwy 16**, use MCCALL DEPARTURE.

MC CHORD FIELD (KTCM)

TACOMA, WA 10154

DEPARTURE PROCEDURE: **Rwy 16,** Track heading 160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER). Cross ALDER at or above 4000. After ALDER, maintain MEA/MOCA for route of flight. **Rwy 34,** Track heading 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER). Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight.

TAKEOFF OBSTACLES: **Rwy 16,** Grove of trees 143' AGL/454' MSL, 4892' from DER, 1353' left of centerline. Grove of trees 102' AGL/419' MSL, 2395' from DER, 1028' right of centerline. Trees 136' AGL/447' MSL, 2867' from DER, 1261' left of centerline. Trees 120' AGL/430' MSL, 2594' from DER, 1113' left of centerline. Trees 85' AGL/394' MSL, 2310' from DER, 957' left of centerline. Trees 83' AGL/392' MSL, 2006' from DER, 959' left of centerline. Trees 87' AGL/389' MSL, 1758' from DER, 971' left of centerline. **Rwy 34,** Tree 106' AGL/348' MSL, 2307' from DER, 1038' left of centerline. Tree 121' AGL/370' MSL, 3190' from DER, 526' right of centerline. Aircraft 65' AGL/317' MSL, 186' from DER, 407' left of centerline. Tree 64' AGL/343' MSL, 2260' from DER, 1036' left of centerline. Building 40' AGL/321' MSL, 1668' from DER, 810' left of centerline.

MC MINNVILLE, OR

MC MINNVILLE MUNI (MMV)
AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-1¼ or std. w/ min. climb of 238' per NM to 400, or alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 2000' prior to departure end of runway. **Rwy 17,** std. w/ min. climb of 300' per NM to 1200 or 1800-2½ for climb in visual conditions. **Rwy 22,** std. w/ min. climb of 303' per NM to 1400 or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 038° to intercept UBG R-170 to UBG VOR/DME, thence ...

Rwy 17,22, climbing left turn to intercept UBG R-183 to UBG VOR/DME, thence ... or for climb in visual conditions: cross Mc Minnville Muni at or above 1800 before proceeding on course. **Rwy 35,** climb heading 347° to intercept UBG R-221 to UBG VOR/DME, thence...

... continue climb in UBG VOR/DME holding pattern (S, left turns, 003° inbound) until reaching MEA for route of flight.

NOTE: **Rwy 4,** multiple trees beginning 2040' from departure end of runway, 353' left and 209' right of centerline, up to 100' AGL/339 feet MSL. **Rwy 17,** tree 1719' from departure end of runway, 456' right of centerline, 100' AGL/231' MSL. Tree 1760' from departure end of runway, 627' left of centerline, 100' AGL/257' MSL. **Rwy 22,** multiple trees beginning 282' from departure end of runway, 120' left and 144' right of centerline, up to 100' AGL/246' MSL. Tree 4047' from departure end of runway, 1319' left of centerline, 100' AGL/284' MSL. **Rwy 35,** multiple trees beginning 1551' from departure end of runway, 229' right of centerline, up to 100' AGL/277'MSL.

MEDFORD,OR

ROGUE VALLEY INTL-MEDFORD (MFR)
AMDT 9A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28,** NA-Obstacles. **Rwy 14**, std. w/ min. climb of 430' per NM to 4600, or 2900-3 for climb in visual conditions. **Rwy 32,** std. with a min. climb of 260' per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

Rwy 32, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

...all aircraft climb in OED VORTAC holding pattern (hold NW, right turns, 153° inbound) to cross OED VORTAC at or above 6400.

MISSOULA, MT

MISSOULA INTL (MSO)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7,25**, NA-Obstacles.
DEPARTURE PROCEDURE: **Rwys 11, 29,** use GRZLY DEPARTURE.

MOSES LAKE, WA

GRANT COUNTY INTL

NOTE: **Rwy 14R,** antenna 3902' from departure end of runway, 828' right of centerline, 98' AGL/1268' MSL. **Rwy 18,** pole 405' from departure end of runway, 334' right of centerline, 30' AGL/1209' MSL. Windsock 496' from departure end of runway, 371' left of centerline, 16' AGL/1195' MSL. **Rwy 32L,** pole 1326' from departure end of runway, 373' left of centerline, 22' AGL/1202' MSL.

MOUNTAIN HOME AFB (KMUO)

MOUNTAIN HOME, ID 07270

Rwy 12, 30, 6700-3*

* Or standard with minimum climb of 270/NM to 9100.

TAKE-OFF OBSTACLES: **Rwy 12**, Terrain 0' AGL/3028' MSL, 1224' from DER, 744' right of centerline. Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline. Terrain 0' AGL/3035' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL/3018' MSL, 148' from DER, 328' left of centerline. Terrain 0' AGL/3016' MSL, 300' from DER, 580' left of centerline. Road/Vehicle 15' AGL/3044' MSL, 1147' from DER, 794' right of centerline. Power pole 35' AGL/3069' MSL, 2914' from DER, 940' right of centerline. Tower 30' AGL/3032' MSL, 1067' from DER, 902' right of centerline. Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from DER, 1478' left of centerline. **Rwy 30**, Terrain 0' AGL/2995' MSL, 40' from DER, 492' left of centerline. Terrain 0' AGL/2999' MSL, 370' from DER, 467' right of centerline. Terrain 0' AGL/3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline. Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

MOUNTAIN HOME, ID

MOUNTAIN HOME MUNI

TAKE-OFF MINIMUMS: **Rwy 10,** 3500-2 or std. with a min. climb of 305' per NM to 7300. **Rwy 28,** 3500-2 or std. with a min. climb of 290' per NM to 7300.

DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn direct STI NDB. **Rwy 28,** climbing right turn direct STI NDB. **All aircraft** departing STI NDB bearing 080° CW 340° climb on course. All others continue climb in hold (E, left turns, 271° inbound) to cross STI NDB at or above 7300.

NAMPA, ID

NAMPA MUNI

DEPARTURE PROCEDURE: **Rwy 11**, climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course. **Rwy 29,** climb runway heading to 3700 then climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course.

NOTE: **Rwy 11,** 70' AGL tree, 1225' from departure end of runway, 90' right of centerline.

NEWCASTLE, WY

MONDELL FIELD (ECS)

AMDT 3A 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,17,23,35,** NA. **Rwy 13,** 200-1 or std. with a min. climb of 275' per NM to 4400. **Rwy 31,** 300-1 or std. with a min. climb of 300' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 31,** climbing left turn. **All aircraft** climb to 5500 via ECS R-143, then climbing right turn direct ECS VOR, continue climb on course.

NOTE: **Rwy 13,** fence posts, beginning 299' from DER, 218' left of centerline, up to 10' AGL/4190' MSL. Light on antenna 1951' from DER, 879' left of centerline, 84' AGL/4244' MSL. **Rwy 31,** multiple poles, beginning 74' from DER, 237' right of centerline, up to 20' AGL/4200' MSL. Bush 5787' from DER, 1441' right of centerline, 13' MSL/4363' MSL. Railroad 735' from DER, 314' right of centerline 30' AGL/4202' MSL. Road 207' from DER, 254' right of centerline, 15' AGL/4187' MSL.

NEWPORT, OR

NEWPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, NA. **Rwy 16**, 500-2 or std. with a min. climb of 310' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 2,** NA. **Rwy 16,** turn right. **Rwy 34**, turn left. Aircraft departing via ONP R-180 CW R-320 depart on course. All others continue climbing via ONP R-200 to 1500 then climbing left turn direct ONP VORTAC. Cross ONP VORTAC at or above 2200.

NORTH BEND, OR

SOUTHWEST OREGON RGNL (OTH)

AMDT 5 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. with a min. climb of 475' per NM to 1200 or 900-3 with a min. climb of 300' per NM to 900 or 1600-2½ for climb in visual conditions. **Rwy 13,** 400-2½ with a min. climb of 250' per NM to 2500 or 1600-2½ for climb in visual conditions. **Rwy 31,** 300-1¾ or std. with a min. climb of 280' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 043° to intercept OTH VORTAC R-337 northwest bound to 1800 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. **Rwy 13,** climb heading 132° to 1300 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. **Rwy 22,** climb heading 223° to 700 before proceeding on course. **Rwy 31,** climb heading 312° to 800 before proceeding on course.

NOTE: **Rwy 4,** Obstruction light on antenna 383' from DER, 207' right of centerline, 22' AGL/35' MSL. Ship 1000' from DER, on centerline, up to 140' MSL. Obstruction lights on bridge beginning 1886' from DER, 621' left of centerline, up to 93' AGL/93' MSL. Bridge beginning 4728' from DER, 580' right of centerline, 265' AGL/265' MSL. Obstruction lights on bridge beginning 4741' from DER, 948' right of centerline, up to 268' AGL/268' MSL. Transmission tower 5031' from DER, 677' right of centerline, 213' AGL/216' MSL. Trees beginning 1.2 NM from DER, 409' left of centerline, up to 150' AGL/549' MSL. Trees beginning 1.5 NM from DER, 1396' right of centerline, up to 150' AGL/629' MSL. Buildings beginning 1.7 NM from DER, 776' left of centerline, up to 73' AGL/393' MSL. **Rwy 13,** bushes beginning 38' from DER, 175' left of centerline, up to 16' AGL/33' MSL. Vehicle on road, 193' from DER, 237' left of centerline, up to 15' AGL/30' MSL. Bush 193' from DER, 145' right of centerline, up to 20' AGL/37' MSL. Trees beginning 346' from DER, 17' right of centerline, up to 150' AGL/349' MSL. Buildings beginning 504' from DER, 243' right of centerline, up to 86'AGL/106' MSL. Trees beginning 628' from DER, 6' left of centerline, up to 150' AGL/298' MSL. Antenna on building 712' from DER, 554' right of centerline, up to 51' AGL/68' MSL. Poles beginning 880' from DER, 13' right of centerline, up to 136' AGL/236' MSL. Spire 3467' from DER, 1122' left of centerline, 55' AGL/243' MSL. Pole 1.0 NM from DER, 159' left of centerline, up to 121' AGL/221' MSL. **Rwy 22,** ship 4050' from DER, on centerline, up to 140' MSL. **Rwy 31,** ship 1000' from DER, on centerline, up to 140' MSL. Trees beginning 5037' from DER, 15' left of centerline, up to 92' AGL/232' MSL. Trees beginning 5985' from DER, 1419' right of centerline, up to 108' AGL/188' MSL.

OAK HARBOR, WA

A J EISENBERG (OKH)

ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1. **Rwy 25,** 300-1

DEPARTURE PROCEDURE: **Rwy 7,** climb via heading 071° to 2000, then climbing right turn direct CVV VOR/DME. Continue climb on course. **Rwy 25,** climb via heading 251° to 2100, then climbing left turn direct CVV VOR/DME. Continue climb on course.

NOTE: **Rwy 7,** multiple trees beginning 1167' from DER, 212' left of centerline, up to 80' AGL/319' MSL. Multiple trees beginning 664' from DER, 208' right of centerline, up to 80' AGL/299' MSL. Fence 612' from DER, right and left of centerline, 10' AGL/229' MSL. Multiple bushes beginning 240' from DER, 64' left of centerline, up to 8' AGL/227' MSL. **Rwy 25,** cars on road 87' from DER, left and right of centerline, up to 15' AGL/174' MSL. Multiple trees beginning 2271' from DER, right and left of centerline, up to 80' AGL/279' MSL.

OLYMPIA, WA

OLYMPIA RGNL (OLM)

AMDT 5A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-2 or std. with a min. climb of 706' per NM to 600, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 085° to 1000 then climbing left turn direct OLM VORTAC, thence. . .**Rwy 17,** climb heading 172° to 1200 then climbing right turn direct OLM VORTAC, thence. . .or climb in visual conditions to cross OLM VORTAC at or above 2300, thence. . . **Rwy s 26,35,** climbing right turn direct OLM VORTAC, thence. . .

. . .continue climb in OLM VORTAC holding pattern (south, right turn, 356° inbound) to cross OLM VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8,** multiple trees beginning 880' from DER, 214' left of centerline, up to 100' AGL/343' MSL. Multiple trees beginning 1636' from DER, 131' right of centerline, up to 100' AGL/320' MSL. **Rwy 17,** multiple trees beginning 1008' from DER, 24' left of centerline, up to 100' AGL/490' MSL. Multiple trees beginning 752' from DER, 3' right of centerline, up to 100' AGL/370' MSL. **Rwy 26,** multiple trees and WSK on building beginning 475' from DER, 595' left of centerline, up to 100' AGL/330' MSL. Multiple trees beginning 338' from DER, 339' right of centerline, up to 100' AGL/309' MSL. **Rwy 35,** multiple trees beginning 2176' from DER, 198' left of centerline, up to 100' AGL/313' MSL. Multiple trees and field light on hangar beginning 657' from DER, 621' right of centerline, up to 100' AGL/315' MSL.

OMAK, WA

OMAK

TAKE-OFF MINIMUMS: **Rwy 17,** 2200-2 or std. with a min. climb of 300' per NM to 4200. **Rwy 35,** NA.

DEPARTURE PROCEDURE: **Rwy 17,** use GETNG RNAV DEPARTURE. **Rwy 35,** NA.

ONTARIO,OR

ONTARIO MUNI (ONO)
AMDT 3 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb to 9600 on a heading between 010° CW to 141° from departure end of runway or minimum climb of 280' per NM to 9600 for all other courses.

NOTE: **Rwy 14,** multiple trees, poles, and buildings beginning 90' from departure end of runway, 157' right of centerline up to 120' AGL/2314' MSL. Multiple trees, poles, and buildings beginning 502' from departure end of runway, 506' left of centerline up to 120' AGL/2314' MSL. **Rwy 32,** multiple trees, poles, and buildings beginning 340' from departure end of runway, 405' left of centerline up to 100' AGL/2458' MSL. Multiple trees, poles, and buildings beginning 2' from departure end of runway, 472' right of centerline up to 100' AGL/2431' MSL.

PASCO, WA

TRI-CITIES

DEPARTURE PROCEDURE: **All runways**, climb runway heading to 1000, thence... **Rwy 12**, turn left. All others turn right. **All aircraft** climb direct PSC VOR/DME before proceeding on course.

PENDLETON, OR

EASTERN OREGON RGNL AT PENDLETON (PDT)
AMDT 3 09183 (FAA)

DEPARTURE PROCEDURE: **Rwys 7, 29, 34,** climbing left turn direct PDT VORTAC, thence...
Rwys 11, 16, climbing right turn direct PDT VORTAC, thence...
Rwy 25, climb direct PDT VORTAC, thence...
...continue climb in PDT VORTAC holding pattern (West, left turn, 073° inbound) to cross PDT VORTAC at or above MEA before proceeding on course.

NOTE: **Rwy 16,** multiple trees beginning 232' from DER, 348' right of centerline, up to 100' AGL/1579' MSL. **Rwy 25,** multiple antennas and terrain beginning 203' from DER, 259' left of centerline, up to 13' AGL/1512' MSL. **Rwy 29,** terrain 189' from DER, 247' left of centerline, 1493' MSL.

PINEDALE, WY

PINEDALE/RALPH WENZ FIELD (PNA)
AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** std. with a min. climb of 310' per NM to 8300, or 4900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 11,** climbing right turn to 10000 via heading 190° and BPI R-040 to BPI VOR/DME before proceeding on course. **Rwy 29,** climbing left turn to 10000 via heading 230° and BPI R-020 to BPI VOR/DME before proceeding on course or for climb in visual conditions: cross Pinedale/Ralph Wenz Field at or above 11800 before proceeding on course.

PLENTYWOOD, MT

SHER-WOOD

NOTE: **Rwy 12,** multiple bushes beginning 47' from departure end of runway, 71' left of centerline, up to 12' AGL/2251' MSL. Multiple bushes beginning 362' from departure end of runway, 514' right of centerline, up to 12' AGL/ 2251' MSL. **Rwy 30,** multiple bushes and road beginning 68' from departure end of runway, 75' right of centerline, up to 12' AGL/2303' MSL. Multiple bushes beginning 217' from departure end of runway, 60' left of centerline, up to 12' AGL/2296' MSL.

POCATELLO, ID

POCATELLO RGNL (PIH)
AMDT 7 09351 (FAA)

DEPARTURE PROCEDURE: use KNURL ONE DEPARTURE.

POLSON, MT

POLSON

TAKE-OFF MINIMUMS: **Rwy 18**, N/A-extremely precipitous terrain. **Rwy 36**, standard with a min. climb of 270' per NM to 8400'.

DEPARTURE PROCEDURE: **Rwy 36**, Use ANGIL RNAV DEPARTURE.

NOTES: **Rwy 36**, Road 509' from departure end of runway, 2955' MSL. Trees 2.39 NM from departure end of runway, 3383' left of centerline, 100' AGL/3179 MSL. Rapidly rising precipitous terrain left and right of centerline running along southern Flathead River ridges.

POPLAR, MT

POPLAR MUNI (PO1)
ORIG 10266 (FAA)

NOTE: **Rwy 9,** trees beginning 418' from DER, 502' left of centerline, up to 40' AGL/2079' MSL. Trees beginning 1421' from DER, 272' right of centerline, up to 40' AGL/2079' MSL.

PORT ANGELES, WA

PORT ANGELES CGAS

DEPARTURE PROCEDURE: Copter departure, climb from landing area direct to EDIZ HOOK NDB. Continue climb in holding pattern (NE, right turns, 237° inbound) to MEA for direction of flight.

WILLIAM R FAIRCHILD INTL

DEPARTURE PROCEDURE: **Rwys 8,13, 26, 31**, use WATTR FIVE DEPARTURE.

23 SEP 2010 to 21 OCT 2010
23 SEP 2010 to 21 OCT 2010

PORTLAND, OR

PORTLAND INTL (PDX)
AMDT 7 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 500-3 or std. w/ min. climb of 355' per NM to 700. **Rwy 10L,** std. w/ min. climb of 280' per NM to 2900. **Rwy 10R,** std. w/ min. climb of 265' per NM to 2900. **Rwy 21,** std. w/ min. climb of 290' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 025° to 700, then climbing left turn direct BTG VORTAC, thence ... **Rwys 10L,10R,** climb heading 099° to 500, then climbing left turn direct BTG VORTAC, thence ... **Rwy 21,** climb heading 205° to 500, then climbing right turn direct BTG VORTAC, thence ... **Rwys 28L,28R,** climb heading 279° to 500, then climbing right turn direct BTG VORTAC, thence ...

... continue climb in BTG VORTAC holding pattern (hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on course.

NOTE: **Rwy 3,** trees, towers, vehicles on road, sign, beginning 1' from DER, on centerline, up to 173' AGL/463' MSL. Trees, vehicles on road, electrical system, building, beginning 1675' from DER, on centerline, up to 113' AGL/413' MSL. **Rwy 10L,** vehicles on road beginning at DER, 376' left of centerline, up to 15' AGL/78' MSL. Trees beginning 1201' from DER, 753' right of centerline, up to 75' AGL/95' MSL. **Rwy 10R,** pole 1996' from DER, 759' right of centerline, 54' AGL/74' MSL. **Rwy 21,** trees, poles, obstruction light on DME beginning 354' from DER, 1' left of centerline, up to 100' AGL/328' MSL. Trees, poles, beginning 1098' from DER, 42' right of centerline, up to 100' AGL/329' MSL. **Rwy 28L,** trees 1873' from DER, 837' left of centerline, up to 75' AGL/95' MSL. **Rwy 28R,** building, antennas, vehicles on road, beginning 130' from DER, 257' right of centerline, up to 27' AGL/58' MSL.

PORTLAND-HILLSBORO (HIO)
AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** std. w/ min. climb of 215' per NM to 1900 or 1200-3 for climb in visual conditions. **Rwy 30**, std. w/ min. climb of 235' per NM to 2700 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct UBG VOR/DME… **Rwy 20,** climbing left turn direct UBG VOR/DME… **Rwys 2, 30,** climbing left turn direct UBG VOR/DME, or for climb in visual conditions cross Portland-Hillsboro airport at or above 1600 then proceed direct UBG VOR/DME…

…all aircraft climb in UBG VOR/DME holding pattern (West, right turns, 108° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.

NOTE: **Rwy 2,** vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL. Terrain left and right of centerline beginning at DER up to 302' MSL. **Rwy 12,** terrain left and right of centerline beginning at DER up to 296' MSL. Trees 1836' from DER, 8' left of centerline, up to 125' AGL/331' MSL. **Rwy 20,** terrain left and right of centerline beginning at DER up to 306' MSL. Trees and hangers beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL. Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL. **Rwy 30,** terrain left and right of centerline beginning at DER up to 292' MSL. Trees beginning 1664' from DER, 626' right of centerline, up to 194' AGL/363' MSL.

PORTLAND, OR (CON'T)

PORTLAND-TROUTDALE

TAKE-OFF MINIMUMS: **Rwy 7,** 3600-2 or std. with a min. climb of 380' per NM to 4100. **Rwy 25**, 900-2 or std. with a min. climb of 360' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, turn left. **Rwy 25**, turn right. **All aircraft** climb via BTG R-125 direct BTG VORTAC. Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CW R-055 or R-085 CW R-115 5000; all others 2500.

POWELL, WY

POWELL MUNI (POY)
AMDT 1A 10238 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3,16,21,34**, NA.

DEPARTURE PROCEDURE: **Rwy 13**, turn right. **Rwy 31**, turn left. **All aircraft** climb direct COD VOR/DME. Aircraft departing COD R-350 CW R-170 climb on course. All others continue climb in COD VOR/DME holding pattern (N, left turns, 189° inbound) to cross COD VOR/DME at or above 9400.

NOTE: **Rwy 13,** terrain beginning 564' from DER, 362' right of centerline, up to 5122' MSL. Windsock 12' from DER, 287' right of centerline, up to 13' AGL/5104' MSL. Road 414' from DER, 53' right of centerline, up to 15' AGL/5113' MSL. **Rwy 31,** windsock 5' from DER, 298' right of centerline, up to 8' AGL/5002' MSL.

PRINEVILLE, OR

PRINEVILLE (S39)
AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 350 feet per NM to 6500, or 2400-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 470' per NM to 6200, or 2400-3 for climb in visual conditions. **Rwy 28,** std. w/ min. climb of 450' per NM to 6700, or 2400-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 380' per NM to 6700, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 102° to 6500 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 15,** climb heading 154° to 6200 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 28,** climb heading 282° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 33,** climb heading 334° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course.

NOTE: **Rwy 10,** trees beginning 2693' from departure end of runway, 545' right of centerline, up to 100' AGL/3339' MSL. **Rwy 15,** trees beginning 1129' from departure end of runway, 697' right of centerline, up to 100' AGL/3319' MSL. **Rwy 28,** trees beginning 1803' from departure end of runway, 74' right of centerline, up to 100' AGL/3319' MSL. **Rwy 33,** trees beginning 2636' from departure end of runway, 379' right of centerline, up to 100' AGL/ 3319' MSL.

PULLMAN-MOSCOW, WA

PULLMAN-MOSCOW RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ with a min. climb of 278' per NM to 4400, or 4600-3 for climb in visual conditions. **Rwy 23**, 300-1 or std. with a min. climb of 361' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn direct PUW VOR/DME, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight, or for climb in visual conditions; cross Pullman-Moscow Rgnl at or above 4500. **Rwy 23,** climbing left turn via PUW VOR/DME R-021, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

NOTE: **Rwy 5,** multiple trees and terrain left and right of centerline, beginning 614' from departure end of runway, 424' right of centerline up to 50' AGL/2677' MSL. Terrain 3503' from departure end of runway, 770' left of centerline, 50' AGL/2608' MSL. **Rwy 23,** multiple trees, terrain, fences, poles, and tanks beginning 669' from departure end of runway, 412' right of centerline, up to 52' AGL/2769' MSL.

PUYALLUP, WA

PIERCE COUNTY-THUN FIELD (PLU)

AMDT 1A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16, 34,** 300-1.

DEPARTURE PROCEDURE: **Rwy 16,** climbing right turn. **Rwy 34,** climb runway heading. **All aircraft** climb via SEA R-158 to COTNY INT/SEA 18.1 DME. Continue in COTNY holding pattern (Hold S, left turns, 338° inbound) to depart COTNY at or above: 001° CW 090° 3500, 090° 3500, 091° CW 120° 10,400, 121° CW 170° 2700, 171° CW 360° 1500.

NOTE: **Rwy 16,** light pole 511' from DER, 567' right of centerline, 40' AGL/552' MSL. Multiple poles on building beginning 187' from DER, 416' left of centerline, up to 575' MSL. Multiple trees beginning 363' from DER, 656' left of centerline to 540' right of centerline, up to 662' MSL. Vehicles on road beginning 1149' from DER, 512' right of centerline, up to 15' AGL/582' MSL. Terrain beginning 1293' from DER, 529' left of centerline to 352' right of centerline, up to 581' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL. **Rwy 34,** multiple trees beginning 58' from DER, 591' left of centerline to 1029' right of centerline, up to 694' MSL. Flagpole 1155' from DER, 464' left of centerline, 578' MSL. Building 564' from DER, 410' left of centerline, 555' MSL.

RAWLINS, WY

RAWLINS MUNI/HARVEY FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, 600-2 or std. with a min. climb of 440' per NM to 7500. **Rwy 22**, 1500-2 or std. with a min climb of 365' per NM to 8700. **Rwys 10, 28**, NA.

DEPARTURE PROCEDURE: **Rwy 4,** turn right. **Rwy 22**, turn left. Climb to 10000 via RWL R-200 and CKW R-080 to CKW VOR/DME then via assigned route. Aircraft departing eastbound V4 or V6 climb via RWL R-200 to assigned route then climb on course.

REDMOND, OR

ROBERTS FIELD (RDM)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** std. w/ min. climb of 269' per NM to 4700. **Rwy 28,** std. w/ min. climb of 276' per NM to 4800.

DEPARTURE PROCEDURE: **Rwy 4,** climbing left turn via heading 265° and DSD R-047 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 10,** climbing right turn via heading 240° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 22,** climb heading 222° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 28,** climbing left turn via heading 275° and DSD R-045 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course.

NOTE: **Rwy 28,** numerous trees beginning 1' from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

RENTON, WA

RENTON MUNI (RNT)

AMDT 7 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 405' per NM to 800, or 1100-2½ for climb in visual conditions. **Rwy 34**, 500-2¾ or std. with a min. climb of 315' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 157° to 700, then climbing right turn direct SEA VORTAC, thence..., or for climb in visual conditions: cross Renton Muni Airport westbound at or above 1000 MSL, then proceed on SEA R-029 to SEA VORTAC, thence... **Rwy 34,** Climb heading 337° to 700, then climbing left turn direct SEA VORTAC thence ... ...Climb in SEA VORTAC holding pattern (East, left turns, 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight.

NOTES: **Rwy 16,** trees, towers, lights and blast shield beginning 185' from DER, 4' left of centerline, up to 100' AGL/574' MSL. Trees, lights and sign beginning 40' from DER, 54' right of centerline, up to 100' AGL/297' MSL. **Rwy 34,** Trees and terrain beginning 1.6 NM from DER, 104' left of centerline, up to 100' AGL/485' MSL. Trees, terrain and wood piling beginning 75' from DER, 7' right of centerline, up to 100' AGL/426' MSL.

REXBURG, ID

REXBURG-MADISON COUNTY

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn. **Rwy 35,** climbing left turn. **All aircraft** climb via IDA VOR/DME R-015 to RIGBY Int to MEA for route of flight before proceeding on course.

NOTE: **Rwy 17,** 100' AGL trees 125' from departure end of runway, 350' left of centerline. **Rwy 35,** 100' AGL trees 350' from departure end of runway, 450' right of centerline. 100' AGL trees 750' from departure end of runway, 500' left of centerline.

RICHLAND, WA

RICHLAND (RLD)
AMDT 8 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 8,** std. w/ min. climb of 310' per NM to 5000. **Rwy 19,** std. w/ min. climb of 480' per NM to 5000. **Rwy 26,** std. w/ min. climb of 350' per NM to 5000.

DEPARTURE PROCEDURE: **Rwys 1,8,** climbing left turn heading 220° and PSC R-269 to 6000 to PAPPS INT /PSC 32.72 DME before proceeding on course. **Rwy 19,** climbing right turn heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course. **Rwy 26,** climb heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course.

NOTE: **Rwy 1,** crane 4957' from DER,1271' right of centerline, up to 120' AGL/520' MSL. Poles beginning 752' from DER, 446' right of centerline, up to 20' AGL/ 416' MSL. Trees beginning 43' from DER, 102' left of centerline, up to 25' AGL/424' MSL. Multiple trees 184' from DER, 162' right of centerline, up to 25' AGL/424' MSL. **Rwy 8,** railroad beginning 181' from DER, left to right of centerline, up to 23' AGL/412' MSL. Sign 23' from DER, 122' right of centerline, up to 4' AGL/391' MSL. Trees beginning 1142' from DER, 12' right of centerline, up to 25' AGL/454' MSL. Trees beginning 2240' from DER, 94' left of centerline, up to 25' AGL/456' MSL. **Rwy 19,** bushes beginning 22' from DER, 297' left of centerline, up to 7' AGL/401' MSL. Trees beginning 323' from DER, 478' right of centerline, up to 25' AGL/ 424' MSL. Trees beginning 665' from DER, 399' left of centerline, up to 25' AGL/472' MSL. **Rwy 26,** antenna 310' from DER, 444' right of centerline, up to 7' AGL/ 408' MSL. Fence 458' from DER, 360' left of centerline, up to 25' AGL/425' MSL. Fence 456' from DER, 408' right of centerline, up to 25' AGL/410' MSL. Post 398' from DER, 255' right of centerline, up to 9' AGL/409' MSL. Bush 755' from DER, 257' right of centerline, up to 17' AGL/417' MSL. Ground 480' from DER, 488' right of centerline, up to 421' MSL. Trees beginning 174' from DER, 231' right of centerline, up to 25' AGL/425' MSL. Trees beginning 184' from DER, 210' left of centerline, up to 25' AGL/457' MSL.

RIVERTON, WY

RIVERTON RGNL (RIW)
AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: **Rwys 1, 10, 19, 28,** climbing right turn direct RIW VOR/DME. **All Aircraft** climb in RIW holding pattern (hold East, right turns, 287° inbound) to MEA for direction of flight.

NOTES: **Rwy 1,** sage brush beginning 35' from DER, left and right of centerline, up to 3' AGL/5499' MSL. **Rwy 10 ,** sage brush beginning 20' from DER, left and right of centerline, up to 3' AGL/5466' MSL. **Rwy 19,** sage brush beginning 49' from DER, 171' right of centerline, up to 3' AGL/5479' MSL. Windstocks beginning 154' from DER, 268' right of centerline, up to 28' AGL/5468' MSL. **Rwy 28,** sage brush, tower, and pole beginning 54' from DER, 154' right of centerline, up to 59' AGL/ 5679' MSL. Sage brush, fence, and poles beginning 132' from DER, 27' left of centerline, up to 67' AGL/5647' MSL.

ROCK SPRINGS, WY

ROCK SPRINGS-SWEETWATER COUNTY (RKS)
AMDT 6 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 8000 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 9,** climb heading 090° to 8200 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 21,** climb heading 212° to 8400, then climbing right turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 27,** climb heading 270° to 7900, then climibing right turn via OCS R-291 to OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 3,** vehicle on road beginning 22' from DER, 120' left of centerline, up to 20' AGL/6760' MSL, bushes beginning 178' from DER, 517' right of centerline, up to 15' AGL/6755' MSL. **Rwy 21,** bush 53' from DER, 221' left of centerline, 15' AGL/6737' MSL.

RONAN, MT

RONAN (7S0)
ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 260' per NM to 9900 or 6100-3 for climb in visual conditions. **Rwy 34,** std. w/ min. climb of 250' per NM to 9900 or 6100-3 in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 8800 on a heading between 177° CW to 336° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course. **Rwy 34,** climb to 8800 on a heading between 336° CCW to 177° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course.

NOTE: **Rwy 16,** tree 485' from DER, 386' left of centerline 50' AGL/3149' MSL. **Rwy 34,** building 158' from DER, 370' left of centerline 40' AGL/3130' MSL. Tree 1358' from DER, 556' left of centerline 50' AGL/3149' MSL.

23 SEP 2010 to 21 OCT 2010

ROSEBURG, OR

ROSEBURG RGNL (RBG)
AMDT 5A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 642' per NM to 2000, or 1700-3 for climb in visual conditions. **Rwy 34,** std. with a min. climb of 760' per NM to 2000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb direct RBG VOR/DME, or climb in visual conditions to cross Roseburg Airport southbound at or above 2200, then direct RBG VOR/DME. Then via RBG R-157 and right turn direct RBG VOR/DME to cross at or above the MCA or MEA for route of flight. **Rwy 34,** climb via heading 342° to 4000, or climb in visual conditions to cross Roseburg Airport northbound at or above 2200 and then via heading 342° to 4000. Then climbing left turn direct RBG VOR/DME, to cross RBG VOR/DME at or above MCA or MEA for route of flight. Aircraft that have not reached the MCA or MEA for route of flight continue climb via RBG R-157 and right turn direct RBG VOR/DME.

NOTE: **Rwy 16,** tower 1.56 NM from departure end of runway, 2231' right of centerline, 50' AGL/1201' MSL, tree 1.47 NM from departure end of runway, 1560' right of centerline, 21' AGL/980' MSL, tree 1.46 NM from departure end of runway, 1298' right of runway centerline, 45' AGL/964' MSL, pole 1.36 NM from departure end of runway, 921' right of centerline, 75' AGL/914' MSL, rod on airway beacon 1.29 NM from departure end of runway, 409' right of centerline, 52' AGL/891' MSL, tree 655' from departure end of runway, 347' right of runway centerline, 93' AGL/593' MSL, obstruction light on pole 691' from departure end of runway, 187' right of runway centerline, 117' AGL/557' MSL. **Rwy 34,** tree 1.10 NM from departure end of runway, 2003' left of runway centerline, 60' AGL/1179' MSL. Tree 5165' from departure end of runway, 1744' left of centerline, 64' AGL/1023' MSL. Obstruction light on pole 4850' from departure end of runway, 56' left of centerline, 15' AGL/894' MSL. Tree 4785' from depature end of runway, 48' left of runway centerline, 23' AGL/862' MSL. Tree 1.41 NM from departure end of runway, 1826' left of runway centerline, 17' AGL/896' MSL. Tree 4079' from departure end of runway, 508' left of runway centerline, 21' AGL/780' MSL. Tree 5067' from departure end of runway, 265' right of centerline, 43' AGL/802' MSL. Tree 4260' from departure end of runway, 345' right of centerline, 42' AGL/761' MSL. Tree 1465' from departure end of runway 329' right of runway centerline, 100' AGL/642' MSL. Tree 913' from departure end of runway, 217' right of runway centerline, 100' AGL/622' MSL. Tree 647' from departure end of runway, 345' right of runway centerline, 100' AGL/615' MSL. Hill 1065' from departure end of runway, 299' right of runway centerline 608' MSL. Trees beginning 60' from departure end of runway, 117' left of runway centerline, up to 16' AGL/554' MSL. Trees beginning 242' from departure end of runway, 209' right of runway centerline, up to 56' AGL/584' MSL. Vehicle on road 265' from departure end of runway, 229' right of runway centerline, 15' AGL/560' MSL. Multiple signs beginning 792' from departure end of runway, 550' left of runway centerline, up to 60' AGL/565' MSL. Bush 94' from departure end of runway, 228' right of runway centerline, 19' AGL/547' MSL. Bush 202' from departure end of runway, 92' left of centerline, 7' AGL/535' MSL. Pole 640' from departure end of runway, 354' left of runway centerline, 29' AGL/557' MSL.

SALEM, OR

MCNARY FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 600-2 or std. with a min. climb of 240' per NM to 800. **Rwy 16**, 600-2 or std. with a min. climb of 340' per NM to 800.

DEPARTURE PROCEDURE: Comply with SIDs or; **Rwys 31, 34**, turn right. **Rwy 16**, turn left. **Rwy 13**, climb heading 130°. **All aircraft** climb direct TURNO LOM/Int. Continue climb in holding (SE, left turns, 310° inbound) to cross TURNO LOM/INT at or above MEA for route of flight.

SALMON, ID

LEMHI COUNTY

TAKE-OFF MINIMUMS: **Rwy 17,** NA. **Rwy 35,** 4300-5 or std. with a min. climb of 390' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 17,** NA. **Rwy 35,** climb runway heading to 8000, then climbing left turn to 11,300 direct LKT VOR/DME before proceeding on course.

SANDPOINT, ID

SANDPOINT

TAKE-OFF MINIMUMS: **Rwy 1,** 4200-2 or std. with a min. climb of 520' per NM to 5800. **Rwy 19,** 2200-2 or std. with a min. climb of 480' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn to COE VOR/DME via heading 200° and COE R-002. **Rwy 19,** climbing left turn to COE VOR/DME via heading 140° and COE R-002.

SARATOGA, WY

SHIVELY FIELD

TAKE-OFF MINIMUMS: **Rwy 23,** 400-1 or std. with a min. climb of 220' per NM to 7400.

DEPARTURE PROCEDURE: **Rwy 5,** turn left heading 280°. **Rwy 23,** turn right heading 340°. **All aircraft** climb to 9000 via 310° bearing from SAA NDB then continue climb on course.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK

DEPARTURE PROCEDURE: **Rwy 15**, climbing left turn direct BTG VORTAC. **Rwy 33,** climbing right turn direct BTG VORTAC. Aircraft departing BTG R-160 CW R-329 climbing left turn on course. All others climb in BTG VORTAC holding pattern (NW, right turns, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for direction of flight.

NOTE: **Rwy 15,** 158' MSL tree 470' from departure end of runway, 499' right of centerline. **Rwy 33,** cross departure end of runway 33 at or above 35' AGL/90' MSL. 130' MSL tree 613' from departure end of runway, 414' right of centerline; 142' MSL trees 1343' from departure end of runway, 348' right of centerline.

SCOBEY, MT

SCOBEY

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 280' per NM to 3400.

SEATTLE, WA

BOEING FIELD/KING COUNTY INTL

TAKE-OFF MINIMUMS: **Rwy 13L,** 500-3 w/ min. climb of 232' per NM to 800, or 1000-2½ for climb in visual conditions. **Rwy 13R,** std. w/ a min. climb of 476' per NM to 900, or 500-3 w/ a min. climb of 386' per NM to 900, or 1000-2½ for climb in visual conditions. **Rwy 31L,** std. w/ a min. climb of 386' per NM to 800, or 300-1½ w/ min. climb of 235' per NM to 800, or 1000-2 ½ for climb in visual conditions. **Rwy 31R,** std. w/ a min. climb of 334' per NM to 900, or 400-1¾ w/ min. climb of 216' per NM to 900, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13L/R,** climbing right turn. **Rwys 31L/R,** climbing left turn. All aircraft climb direct to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900, then climb to 3000 via SEA R-344 to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000.

NOTES: **Rwy 13L,** multiple trees, towers, antennas and building beginning 402' from departure end of runway, 411' left of centerline, up to 127' AGL/479' MSL. **Rwy13R,** multiple trees and poles beginning 35' from departure end of runway, 154' left of centerline, up to 66' AGL/485' MSL. Multiple trees and poles beginning 501' from departure end of runway, 3' right of centerline, up to 77' AGL/195' MSL. **Rwy 31L,** multiple trees, fence, and building beginning 250' from departure end of runway, 253' left of centerline, up to 71' AGL/101' MSL. Multiple trees and floodlights beginning 1245' from departure end of runway, 447' right of centerline, up to 71' AGL/239' MSL. **Rwy31R,** multiple trees, hangers, towers, poles and building beginning 12' from departure end of runway, 389' right of centerline, up to 103' AGL/350' MSL. Multiple obstruction lights beginning 214' from departure end of runway, 99' left of centerline, up to 71' AGL/101' MSL.

SEATTLE-TACOMA INTL (SEA)

AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 16L, 16C, 16R,** climb to 1000 via heading 163°, then climbing right turn direct SEA VORTAC, thence...
Rwys 34L, 34C, 34R, climb to 1000 via heading 343°, then climbing left turn direct SEA VORTAC, thence...
...climb in SEA VORTAC holding pattern (hold SE, left turns, 310° inbound) to MEA/MCA for route of flight.

NOTE: **Rwy 16L,** trees beginning 2908' from departure end of runway, 1064' right of centerline, up to 100' AGL/476' MSL. **Rwy 16C,** trees beginning 4477' from departure end of runway, 484' right of centerline, up to 100' AGL/507' MSL. **Rwy 16R,** trees, antenna on building and light pole beginning 488' from departure end of runway, 436' left of centelrine, up to 100' AGL/507' MSL. Trees beginning 1137' from departure end of runway, 587' right of centerline, up to 100' AGL/468' MSL. **Rwy 34L,** fence 189' from departure end of runway, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from departure end of runway, 857' left of centerline, up to 100' AGL/522' MSL.

SHELBY, MT

SHELBY

TAKE-OFF MINIMUMS: **Rwy 5,** 200-1¼ or std. w/ min. climb of 212' per NM to 3700, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 5,** fence post 320' from departure end of runway, 162' right of centerline, 12' AGL/3455' MSL, truck on road beginning 515' from departure end of runway, 632' right of centerline, 17' AGL/3498' MSL, tree 1 NM from departure end of runway, 1242' left of centerline, 75' AGL/3604' MSL. **Rwy 11,** truck on road 906' from departure end of runway, 691' left of centerline, 17' AGL/3456' MSL, tree 1697' from departure end of runway, 26' right of centerline, 75' AGL/3495' MSL, tree 1561' from departure end of runway, 322' left of centerline, 75' AGL/3514' MSL, light standard 852' from departure end of runway, 174' left of centerline, 22' AGL/3451' MSL.

SHELTON, WA

SANDERSON FIELD

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ a min. climb of 312' per NM to 4000, or 1500-2½ for a climb in visual conditions. **Rwy 23**, std. w/ a min. climb of 414' per NM to 4000, or 1500-2½ for a climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEA R-230 to cross CARRO intersection at or above 4000. **Rwy 23,** climbing left turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEA R-230 to cross CARRO intersection at or above 4000.

NOTE: **Rwy 5,** multiple trees beginning 550' from departure end of runway, 107' left of centerline, up to 94' AGL/366' MSL. Multiple trees beginning 130' from departure end of runway, 70' right of centerline, up to 80' AGL/352' MSL. **Rwy 23,** multiple trees beginning 52' from departure end of runway, 149'left of centerline, up to 72' AGL/330' MSL. Multiple trees beginning 886' from departure end of runway, 153' right of centerline, up to 155' AGL/486' MSL.

23 SEP 2010 to 21 OCT 2010

SHERIDAN, WY

SHERIDAN COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 700-3 or std. w/ min. climb of 318' per NM to 5100, or. . .**Rwy 14,** 800-3 or std. w/ min. climb of 263' per NM to 5100, or. . .**Rwy 23,** 900-3 or std. w/ min. climb of 348' per NM to 5100, or. . .

. . .1400/3 for climb in visual conditions. Climb in visual conditions NA at night.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn via SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 14,** climbing left turn via heading 320° and SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 23,** climbing right turn via SHR R-153 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 32,** climb via heading 320° and SHR R-106 to SHR VORTAC, thence. . .

. . .climb in holding pattern (hold northwest, left turn, 133° inbound) to cross SHR VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 5,** multiple trees beginning 101' from departure end of runway, 188' left of centerline, up to 80' AGL/3991' MSL. **Rwy 23,** fence 1201' from departure end of runway, 10' left of centerline, 20' AGL/4060' MSL. Building 1949' from departure end of runway, 415' left of centerline, 17' AGL/4077' MSL. Tree 3337' from departure end of runway, 391' right of centerline, 43' AGL/4143' MSL. **Rwy 32,** antenna 53' from departure end of runway, 398' right of centerline, 20' AGL/4020' MSL.

SIDNEY, MT

SIDNEY-RICHLAND MUNI (SDY)

AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 400-2½ or std. with a min. climb of 315' per NM to 2500.

NOTE: **Rwy 1,** trees beginning 86' from DER, left and right of centerline, up to 30' AGL/2072' MSL. **Rwy 19,** trees beginning 245' from DER, 302' right of centerline, up to 30' AGL/2029' MSL. Roads, 5' from DER, 298' right of centerline, up to 20' AGL/2003' MSL. Pole, 21' from DER, 298' right of centerline, up to 10' AGL/1992' MSL. **Rwy 29,** terrain left and right of centerline beginning 962' from DER, up to 2123' MSL. Poles beginning 778' from DER, left and right of centerline, up to 39' AGL/2181' MSL. Trees beginning 596' from DER, 165' right of centerline, up to 30' AGL/2026' MSL. Derrick 1452' from DER, 207' left of centerline, up to 47' AGL/2028' MSL. Road 504' from DER, 15' right of centerline, up to 17' AGL/1998' MSL.

SNOHOMISH, WA

HARVEY FIELD (S43)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 15R, 33L**, NA-obstacles. **Rwy 15L,** std. w/ min. climb of 353' per NM to 1100, or 1200-2½ for climb in visual conditions. **Rwy 33R,** std. w/ min. climb of 475' per NM to 800, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15L,** climbing right turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence ... **Rwy 33R,** climb on 329° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence ...

... aircraft departing WATON LOM on bearings 150° CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 339° inbound) to cross WATON LOM at or above 4500 before proceeding on course.

NOTE**: Rwy 15L,** tree 81' from DER, 177' right of centerline, 40' AGL/106' MSL. Trees 685' from DER, left and right of centerline, up to 48' AGL/70' MSL. **Rwy 33R,** powerline 139' from DER, 226' left of centerline, 40' AGL/56' MSL. Tree 298' from DER, 205' right of centerline, 104' AGL/121' MSL. Tower 5708' from DER, 1956' right of centerline, 206' AGL/300' MSL.

SPOKANE, WA

FELTS FIELD (SFF)
AMDT 5 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3L,** std. w/ min. climb of 450' per NM to 3600, or 2300-3 for climb in visual conditions. **Rwy 3R,** std. w/ min. climb of 410' per NM to 3700, or 2300-3 for climb in visual conditions. **Rwy 21L,** std. w/ min. climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions. **Rwy 21R,** std. w/ min climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3L, 3R,** climb heading 035° to 3600, then climbing right turn heading 210° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above MCA/MEA for route of flight. **Rwys 21L, 21R,** climb heading 215° to 3200, then climbing left turn heading 190° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R -050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA/MEA for route of flight.

NOTE: **Rwy 3L,** trees beginning 1853' from DER, 772' right of centerline, up to 100' AGL/2037' MSL. Trees beginning 3538' from DER, 529' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.5 NM from DER, 16' left of centerline, up to 100' AGL/2579' MSL. Trees beginning 2.3 NM from DER, 723' right of centerline, up to 100' AGL/2499' MSL. **Rwy 3R,** hangar, NDB, and trees beginning 92' from DER, 269' right of centerline, up to 100' AGL/2040' MSL. Trees beginning 4685' from DER, 1033' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.6 NM from DER, 525' left of centerline, up to 100' AGL/2559' MSL. Trees and transmission poles beginning 2.6 NM from DER, 214' right of centerline, up to 150' AGL/2570' MSL. **Rwy 21L,** elevator, pole on building and trees beginning 315' from DER, 302' left of centerline, up to 140' AGL/2080' MSL. **Rwy 21R,** poles and trees beginning 188' from DER, 13' right of centerline, up to 100' AGL/1982' MSL. Elevator, pole, hangar, and building beginning 203' from DER, 1' left of centerline, up to 140' AGL/2080' MSL. Terrain and trees beginning 3.1 NM from DER, 4904' left of centerline, up to 100' AGL/2559' MSL.

SPOKANE INTL (GEG)
AMDT 6 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 190° and GEG R-010 to GEG VORTAC. Thence...**Rwy 7,** climbing right turn heading 255° and GEG R-075 to GEG VORTAC, thence...**Rwy 21,** climbing right turn heading 208° and GEG R-028 to GEG VORTAC. Thence...**Rwy 25,** climbing left turn heading 176° and GEG R-356 to GEG VORTAC. Thence...

...climb in GEG VORTAC holding pattern (hold Southwest, right turns, 028° inbound) to cross GEG VORTAC at or above MEA for route of flight.

NOTE: **Rwy 3,** multiple trees beginning 1089' from DER, 666' left of centerline, up to 100' AGL/2370' MSL. Tree 1524' from DER, 851' right of centerline, 100' AGL/2374' MSL.

STEVENSVILLE, MT

STEVENSVILLE

TAKE-OFF MINIMUMS: **Rwy 12,** do not exceed 210 knots until established on MSO R-163. **Rwy 30,** do not exceed 210 knots until established on MSO R-160.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn via heading 335 and MSO R-163 to MSO VOR/DME climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course. **Rwy 30,** climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course.

SUNRIVER, OR

SUNRIVER

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 360' per NM to 4400. **Rwy 36,** 600-2 or std. with a min. climb of 240' per NM to 4900.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 7000 then climbing left turn direct DSD VORTAC. **Rwy 36,** climb direct to DSD VORTAC. Then **all aircraft** climb on course.

TACOMA, WA

TACOMA NARROWS

TAKE-OFF MINIMUMS: **Rwy 35**, 400-1 or std. with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE: **Rwy 17,** turn right, climb via heading 230° to intercept OLM R-009 then direct OLM VORTAC. **Rwy 35,** turn left, climb via heading 270° to intercept SEA R-230 then direct CARRO INT. Continue climb in holding (SW, right turns, 047° inbound) to MEA or assigned altitude for route of flight.

THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)
AMDT 2A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 900-3 or std. with a min. climb of 330' per NM to 1200. **Rwy 12**, 1400-3 or std. with a min. climb of 500' per NM to 2000. **Rwy 25**, NA. **Rwy 30**, 2900-3 or std. with a min. climb of 500' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn heading 120°. **Rwy 12**, climb via runway heading. **Rwy 30**, climbing left turn heading 120°. **All aircraft** intercept and climb southbound via LTJ R-165 to 3500. Then climbing left turn direct LTJ VORTAC. Continue climb in LTJ holding pattern (E, right turns, 260° inbound) to cross LTJ VORTAC at or above MCA or MEA for route of flight.

TILLAMOOK, OR

TILLAMOOK

TAKE-OFF MINIMUMS: **Rwys 1, 13, 19,** NA. **Rwy 31,** 2000-3 or std. with a min. climb of 350' per NM to 4500.

DEPARTURE PROCEDURE: **Rwys 1, 13, 19,** NA. **Rwy 31,** use FETUJ RNAV DEPARTURE.

TORRINGTON, WY

TORRINGTON MUNI (TOR)
ORIG 10042 (FAA)

NOTE: **Rwy 2,** terrain 30' from DER, 277' left of centerline, 4197' MSL. **Rwy 10,** multiple trees and fence beginning 71' from DER, 143' right of centerline, up to 14' AGL/4214' MSL. Terrain 14' from DER, 502' left of centerline, 4199' MSL. **Rwy 28,** terrain 133' from DER, 386' right of centerline, 4213' MSL.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL

TAKE-OFF MINIMUMS: **Rwy 12**, NA.

DEPARTURE PROCEDURE: Aircraft departing on TWF R-240 CW R-080 climb on course. All others climb runway heading 6000 then climbing turn direct TWF VORTAC. Climb in holding pattern (NW, right turns, 113° inbound) to MCA or MEA as appropriate for direction of flight.

VANCOUVER, WA

PEARSON FIELD (VUO)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 358' per NM to 600, or 500-3 w/ min. climb of 201' per NM to 600, or 900-2½ for climb in visual conditions. **Rwy 26,** 600-3 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 079° to 500 then climbing left turn direct BTG VORTAC, thence. . . or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence. . .**Rwy 26,** climb heading 259° to 700 then climbing right turn direct BTG VORTAC, thence. . . or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence. . .

. . .continue climb in BTG VORTAC holding pattern (hold northwest, right turn, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8,** tree 1.4 NM from departure end of runway, 1283' left of centerline, 100' AGL/395' MSL. Tree 1.7 NM from departure end of runway, 701' left of centerline, 100' AGL/401' MSL. Tree 2 NM from departure end of runway, 849' left of centerline, 100' AGL/406' MSL. Tree 2.4 NM from departure end of runway, 648' left of centerline, 100' AGL/399' MSL. **Rwy 26,** bridge 2704' from departure end of runway, 587' left of centerline, 243' AGL/245' MSL. Crane 1.5 NM from departure end of runway, 2563' right of centerline, 237' AGL/267' MSL. Transmission line tower 2.5 NM from departure end of runway, 2036' right of centerline, 516' AGL/534' MSL.

WALLA WALLA, WA

WALLA WALLA RGNL

DEPARTURE PROCEDURE: **Rwys 2,7, 20,25,34,** turn left. **Rwy 16,** turn right. **All aircraft** climb to 2500 via ALW VOR/DME R-195, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight.

NOTE: **Rwy 16,** antenna 365' from departure end of runway, 97' right of centerline, 1155' MSL. Terrain 1' from departure end of runway 140' left of centerline, 1145' MSL. **Rwy 20,** light 666' from departure end of runway, 640' left of centerline, 1170' MSL. **Rwy 34,** terrain 213' from departure end of runway, 230' right of centerline, 1130' MSL.

WEISER, ID

WEISER MUNI (S87)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. w/ min. climb of 310' per NM to 3900 or 2400-3 for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 360' per NM to 4000 or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 121° to 3900 before proceeding on course. **Rwy 30,** climb heading 301° to 4000 before proceeding on course

...for climb in visual conditions: cross Weiser Muni airport at or above 4400 before proceeding on course.

NOTE: **Rwy 12,** tree 248' from departure end of runway, 443' right of centerline, 100' AGL/2184' MSL. **Rwy 30,** tree 1907' from departure end of runway, 769' right of centerline, 100' AGL/2174' MSL.

WENATCHEE, WA

PANGBORN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 7**, NA. **Rwy 12,** 1500-2 or std. with a min. climb of 510' per NM to 2900. **Rwys 25, 30**, CAT A,B 1600-2 or std. with a min. climb of 360' per NM to 3100. CAT C,D 5500-3 or std. with a min. climb of 570' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading. **Rwys 25, 30,** climbing left turn. **All aircraft** climb via EAT R-113 to 4000 then climbing left turn direct EAT VOR/DME. Aircraft departing EAT R-010 CW R-140 climb on course. All others continue climb in EAT VOR/DME holding pattern (E,right turns,253° inbound) to cross EAT VOR/DME at or above: R-141 CW R-200 7400; R-201 CW R-009, 8200.

WEST YELLOWSTONE, MT

YELLOWSTONE

TAKE-OFF MINIMUMS: **Rwy 19**, 2200-2 or std. with a min. climb of 245' per NM to 8900. FAR 135 AUTH: **Rwy 1,** ½ mile.

DEPARTURE PROCEDURE: **Rwy 1**, turn right. **All aircraft** climb direct TARGY LOM. Aircraft departing TARGY LOM on bearing 190° CW 220° climb on course. All others climb south on bearing 190° within 10 NM of TARGY LOM turn left and continue climbing direct TARGY LOM to cross TARGY LOM at or above: bearing 360° CW 190° 9300, bearing 220° CW 360° 10500

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WHEATLAND, WY

PHIFER AIRFIELD

DEPARTURE PROCEDURE: **Rwy 8,** climbing left turn to 9000 via heading 030° to intercept IIP VOR/DME R-140 to JEZZY Int, thence. . . **Rwy 26,** climbing right turn to 9000 via heading 360° and GYZ NDB course 051° to JEZZY INT, thence. . .
. . .continue climb-in-hold (hold northwest, right turn, 140° inbound) to 9000 before proceeding on course.

NOTE: **Rwy 8,** multiple trees 512' from departure end of runway, 584' left of centerline, 100' AGL/4859' MSL. **Rwy 26,** multiple trees, buildings, poles/lights, siren, roads w/ vehicles beginning 2' from departure end of runway, on centerline, to 488' left of centerline, 100' AGL/4899' MSL. Multiple trees, buildings, poles/lights, roads w/ vehicles beginning 2' from departure end of runway, on centerline to 499' right of centerline, 100' AGL/4859' MSL.

WHIDBEY ISLAND NAS (AULT FIELD) (KNUW) 10210

Diverse departures not authorized.

MILITARY DEPARTURE PROCEDURE: **Rwy 7:** Minimum climb of 420'/NM until 800. Climbing left turn to 2000, intercept NUW R-067, expect radar vectors to join assigned route. **Rwy 14:** Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, intercept NUW R-128, expect radar vectors to join assigned route. **Rwy 25:** Climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32:** Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS:** If vectors are not received by 10 DME of NUW TACAN, climb to 3000, intercept the NUW 11 DME ARC to join assigned route.

CIVIL DEPARTURE PROCEDURE: **Rwy 7:** Minimum climb of 410'/NM until 800. Climb to 2000 via heading 067°, expect radar vectors to join assigned route. **Rwy 14:** Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, via heading 128°, expect radar vectors to join assigned route. **Rwy 25:** Use published DP or climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32:** Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS:** If vectors are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route.

TAKE-OFF OBSTACLES: **Rwy 7:** Trees, 204' MSL, 3278' from DER, 1357' left of centerline; Trees, 434' MSL, 4727' from DER, 4828' left of centerline; Trees, 486' MSL, 5464' from DER, 5803' left of centerline; Trees, 279' MSL, 1.26 NM from DER, 2431' left of centerline; Trees, 397' MSL, 1.41 NM from DER, 3685' left of centerline; Trees, 525' MSL, 1.95 NM from DER, 1.17 NM left of centerline; Trees, 480' MSL, 1.99 NM from DER, 5119' right of centerline; Trees, 338' MSL, 1.46 NM from DER, 2996' right of centerline; Trees, 499' MSL, 1.6 NM from DER, 1 NM right of centerline; Trees, 512' MSL, 1.6 NM from DER, 1.11 NM left of centerline; Trees, 519' MSL, 1.96 NM from DER, 1.15 NM left of centerline; Trees, 525' MSL, 1.82 NM from DER, 1.21 NM left of centerline. **Rwy 14:** Trees, 123' MSL, 2624' from DER, 849' right of centerline; Trees, 274' MSL, 1.47 NM from DER, 2467' right of centerline; Trees, 375' MSL, 2.10 NM from DER, 1844' left of centerline.

WORLAND, WY

WORLAND MUNI

TAKE-OFF MINIMUMS: **Rwys 4, 10, 22, 28**, NA. **Rwy 16**, 300-2 or std. with a min. climb of 230' per NM to 4600.

DEPARTURE PROCEDURE: **All aircraft** climb to 5000, then direct RLY VOR/DME. Aircraft departing RLY R-061 CW R-349 climb on course. All others continue climb in RLY VOR/DME holding pattern (N, right turns, 159° inbound) to cross RLY VOR/DME at or above 7000.

YAKIMA, WA

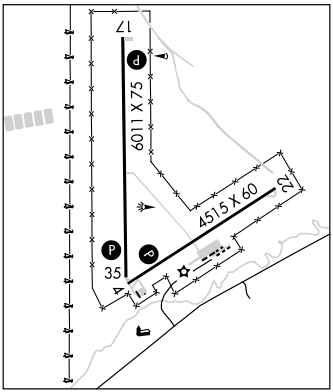
YAKIMA AIR TERMINAL/MCALLISTER FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** NA. **Rwy 9**, 800-4 or std. with a min. climb of 300' per NM to 5000. **Rwys 22,27,** 2500-3 or std. with a min. climb of 300' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 4,** NA. **Rwys 9,22,27,** Use ZILLA DEPARTURE PROCEDURE.

ANACONDA

BOWMAN FLD (3U3) 3 NE UTC−7(−6DT) N46°09.19′ W112°52.07′ **GREAT FALLS**
5034 B **FUEL** 100LL, JET A NOTAM FILE GTF **H–1D, L–13C**
RWY 17–35: H6011X75 (ASPH) MIRL 0.6% up S **IAP**
RWY 17: PAPI(P2L)—GA 3.0° TCH 37′.
RWY 35: PAPI(P2L)—GA 3.5° TCH 50′. Tree. Rgt tfc.
RWY 04–22: H4515X60 (ASPH) S–18, D–25 MIRL 1.0% up SW
RWY 04: PAPI(P2L)—GA 3.75° TCH 44′. P–line.
AIRPORT REMARKS: Unattended. Fuel unavailable indef. Phone on fld. Unlighted hazardous stack 585′AGL located 3.2 NM SW of arpt. ACTIVATE MIRL Rwy 04–22 and Rwy 17–35, PAPI Rwy 17, Rwy 35, Rwy 04 and AWOS—CTAF.
WEATHER DATA SOURCES: AWOS–A 122.8 (406) 563–8275. Plus visibility.
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 132.4
RADIO AIDS TO NAVIGATION: NOTAM FILE BTM.
COPPERTOWN (L) VORW/DME 111.6 CPN Chan 53 N46°01.92′ W112°44.85′ 309° 8.8 NM to fld. 5780/16E.



ASHLAND

ST LABRE MISSION (3U4) 1 NW UTC−7(−6DT) N45°36.00′ W106°16.03′ **BILLINGS**
2909 NOTAM FILE GTF
RWY 13–31: 3830X95 (GRVL–DIRT)
RWY 13: Tree. **RWY 31:** Tree.
AIRPORT REMARKS: Unattended. Vehicles and horses in vicinity of rwy. 100′ lgtd antenna 1/2 mile southwest of arpt on hill. Hay bales and farm equipment adjacent to rwy. Rwy 13–31 muddy when wet.
COMMUNICATIONS: CTAF/UNICOM 122.8

AUGUSTA (3U5) 2 SE UTC−7(−6DT) N47°27.80′ W112°22.80′ **GREAT FALLS**
4145 NOTAM FILE GTF
RWY 01–19: 3650X75 (TURF)
RWY 01: Fence. Rgt tfc. **RWY 19:** Hay bales. Rgt tfc.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Unlimited vehicle access to arpt. Rwy 01–19 gopher holes on rwy surface. Rwy 01–19 marked with white cones.
COMMUNICATIONS: CTAF 122.9

BABB (49S) 1 SE UTC−7(−6DT) N48°50.70′ W113°25.64′ **GREAT FALLS**
4518 NOTAM FILE GTF
RWY 14–32: 3860X110 (TURF)
RWY 14: Trees. Rgt tfc. **RWY 32:** Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. Livestock on and in vicinity of arpt. Rwy 14–32 soft when wet. Gopher holes on rwy surface. Tall grass at north end. Rwy 14 markings NSTD, tires faded and obscured by weeds. No snow removal. Rwy 14–32 edge marked with painted tires full length.
COMMUNICATIONS: CTAF 122.9

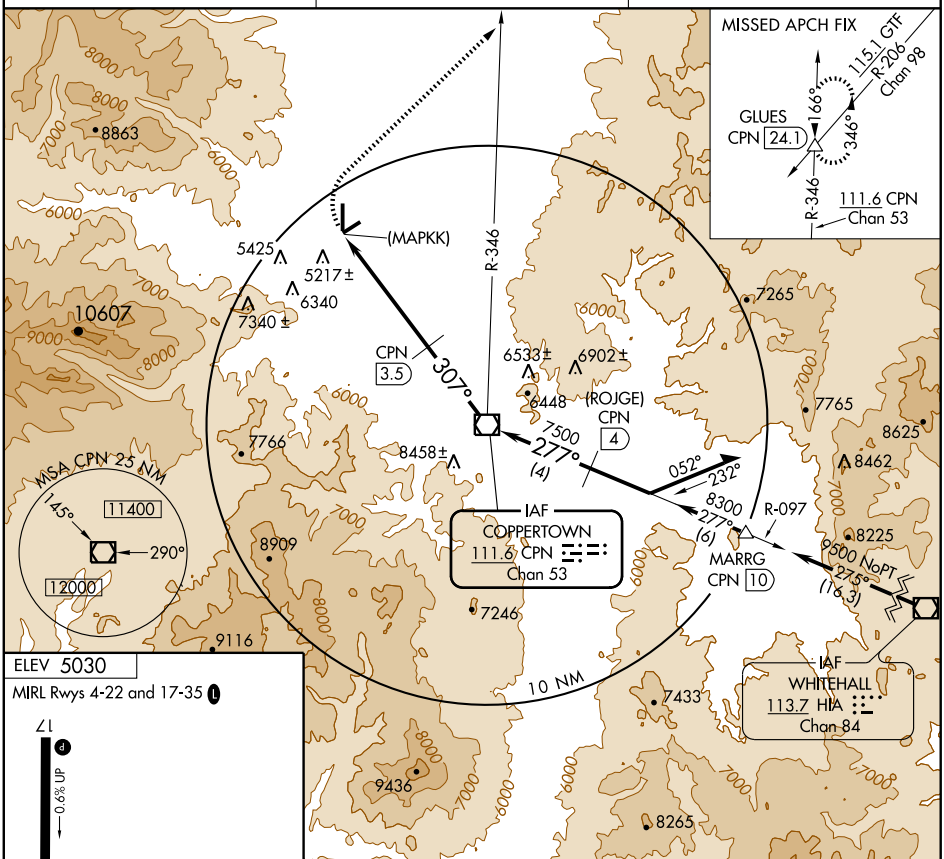
VOR/DME CPN 111.6 Chan 53	APP CRS 307°	Rwy ldg N/A TDZE N/A Apt Elev 5030

VOR/DME or GPS-A
ANACONDA/ BOWMAN FIELD (3U3)

NA Use Butte (BTM) altimeter setting; when not received, procedure NA.

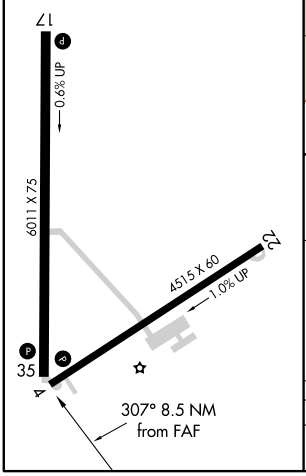
MISSED APPROACH: Climbing right turn to 9200 via heading 030° to intercept CPN R-346 to GLUES and hold.

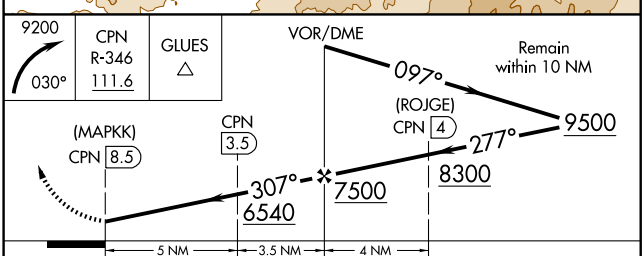
AWOS-A	SALT LAKE CENTER	UNICOM
122.8 L	132.4 338.3	122.8 (CTAF) L



ELEV 5030

MIRL Rwys 4-22 and 17-35 L





CATEGORY	A	B	C	D
CIRCLING	6140-1¼ 1110 (1200-1¼)	6300-1½ 1270 (1300-1½)	6300-3 1270 (1300-3)	6540-3 1510 (1600-3)

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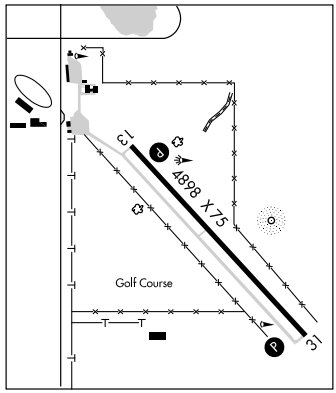
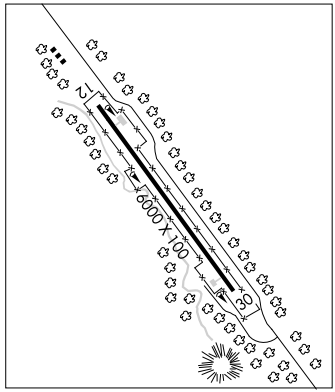
BAKER MUNI (BHK) 1 SE UTC−7(−6DT) N46°20.86′ W104°15.57′ **BILLINGS**
2975 B S4 **FUEL** 100LL, JET A NOTAM FILE BHK **L–13E**
RWY 13–31: H4898X75 (ASPH) S–17.5, D–22.5 MIRL 0.3% up SE **IAP**
RWY 13: PAPI(P2L)—GA 3.0° TCH 33′. Antenna.
RWY 31: PAPI(P2L)—GA 3.25° TCH 13′. Fence.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡, Sat 1500–1900Z‡. MIRL Rwy 13–31 and PAPI Rwy 13 and Rwy 31 opr dusk–0500Z‡ after 0500Z‡ ACTIVATE—CTAF.
WEATHER DATA SOURCES: ASOS 135.475 (406) 778–3312.
COMMUNICATIONS: CTAF 122.9.
Ⓡ **SALT LAKE CENTER APP/DEP CON** 126.85
RADIO AIDS TO NAVIGATION: NOTAM FILE DIK.
DICKINSON (H) VORTACW 112.9 DIK Chan 76 N46°51.60′ W102°46.41′ 230° 68.7 NM to fld. 2520/14E. **HIWAS.**
TIMBER NDB (HW) 344 BKU N46°20.88′ W104°15.38′ at fld. NOTAM FILE BHK.



BENCHMARK (3U7) 0 SE UTC−7(−6DT) N47°28.88′ W112°52.19′ **GREAT FALLS**
5434 NOTAM FILE GTF **H–1D, L–13C**
RWY 12–30: H6000X100 (ASPH) S–45, D–80, 2D–140
RWY 12: Trees. **RWY 30:** Hill.
AIRPORT REMARKS: Unattended. No services avbl. Mountains parallel E and W of arpt. Rwy 30 recommended departure rwy conditions permitting. Rwy 12 rises uphill 120′ with rising terrain beyond. Rwy subject to moderate to severe crosswinds and turbulence. No snow removal winters. Arpt is located within the Lewis and Clark National Forest.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GTF.
GREAT FALLS (H) VORTACW 115.1 GTF Chan 98 N47°27.00′ W111°24.73′ 256° 59.4 NM to fld. 3672/16E.



BERT MOONEY (See BUTTE)

BIGFORK

FERNDALE AIRFIELD (53U) 3 NE UTC−7(−6DT) N48°04.50′ W114°00.06′ **GREAT FALLS**
3060 S4 TPA—See Remarks NOTAM FILE GTF
RWY 15–33: 3500X95 (TURF)
RWY 15: Trees. **RWY 33:** Trees.
AIRPORT REMARKS: Unattended. Snow removal may be delayed call for conditions 406–257–5994. Rwy 15–33 white cones mark full rwy length. Red tfc cones mark each rwy thld. Dep procedure straight out through TPA of 4060(1000).
COMMUNICATIONS: CTAF 122.9

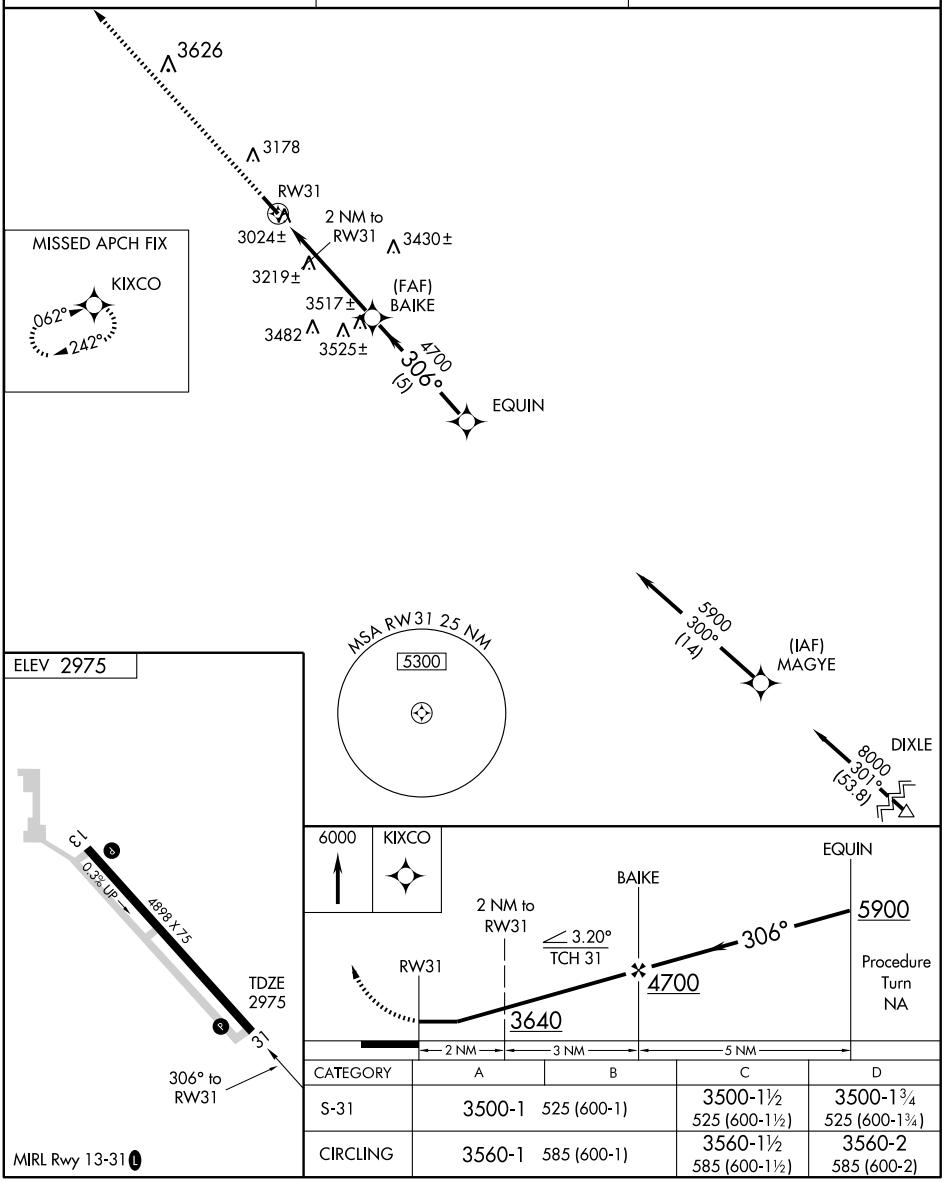
APP CRS	Rwy ldg	4898
306°	TDZE	2975
	Apt Elev	2975

GPS RWY 31
BAKER MUNI (BHK)

NA

MISSED APPROACH: Climb to 6000 direct KIXCO WP and hold.

ASOS	SALT LAKE CENTER	CTAF
135.475	126.85 305.2	122.9 L



CATEGORY	A	B	C	D
S-31	3500-1	525 (600-1)	3500-1½ 525 (600-1½)	3500-1¾ 525 (600-1¾)
CIRCLING	3560-1	585 (600-1)	3560-1½ 585 (600-1½)	3560-2 585 (600-2)

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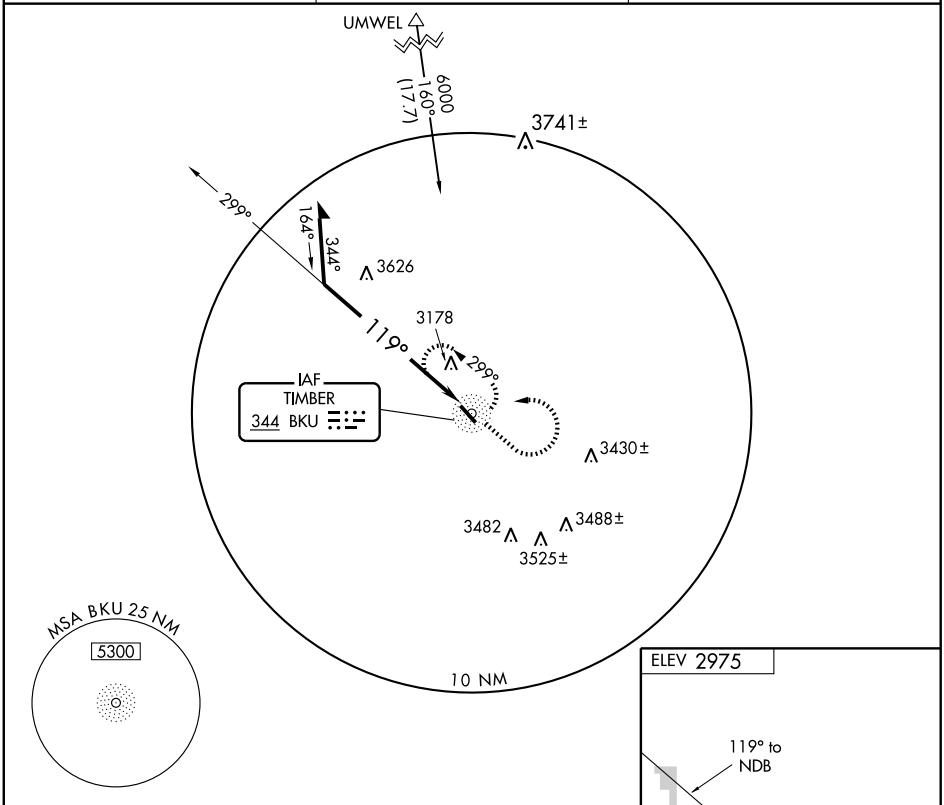
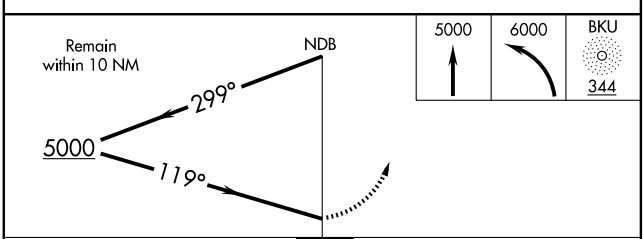
NDB BKU	APP CRS	Rwy ldg	4898
344	119°	TDZE	2974
		Apt Elev	2975

NDB RWY 13
BAKER MUNI (BHK)

MISSED APPROACH: Climb to 5000, then climbing left turn to 6000 direct BKU NDB and hold.

ASOS	SALT LAKE CENTER	CTAF
135.475	126.85 305.2	122.9 L





CATEGORY	A	B	C	D
S-13	3980-1¼ 1006 (1100-1¼)	3980-1½ 1006 (1100-1½)	3980-3 1006 (1100-3)	
CIRCLING	3980-1¼ 1005 (1100-1¼)	3980-1½ 1005 (1100-1½)	3980-3 1005 (1100-3)	

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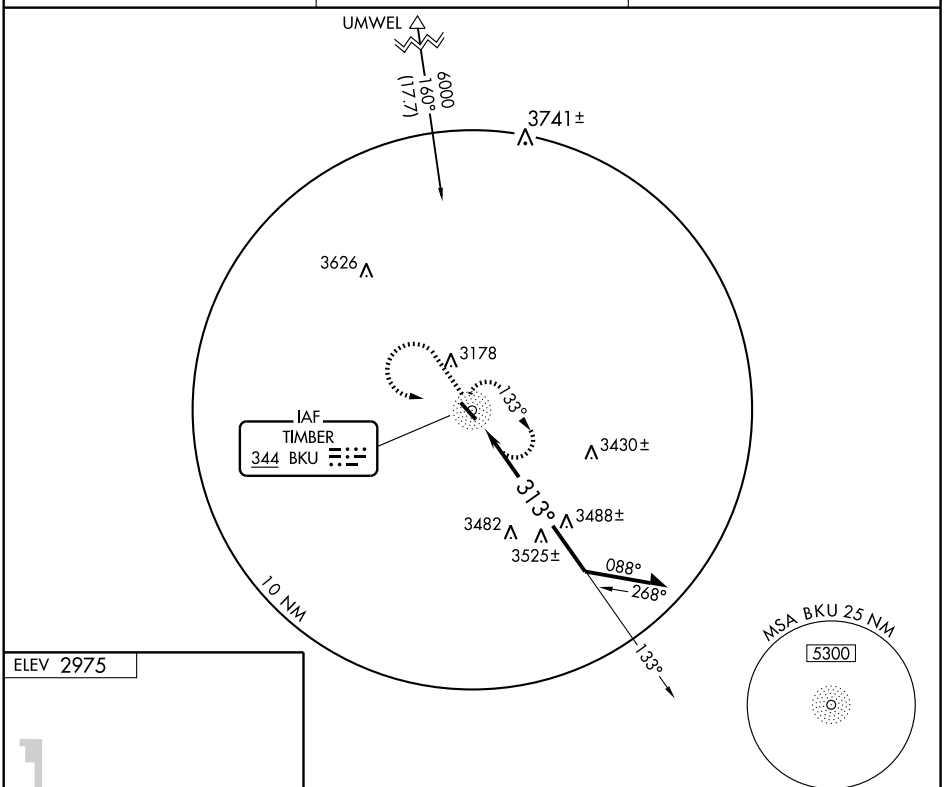
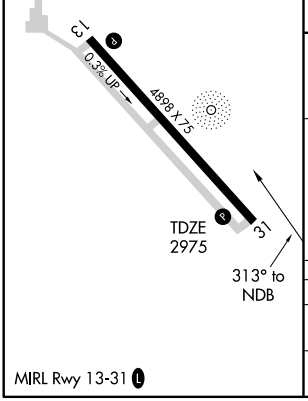
NDB BKU 344	APP CRS 313°	Rwy ldg 4898 TDZE 2975 Apt Elev 2975

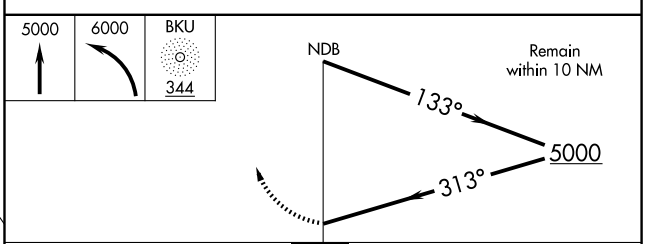
NDB RWY 31
BAKER MUNI (BHK)

MISSED APPROACH: Climb to 5000, then climbing left turn to 6000 direct BKU NDB and hold.

ASOS	SALT LAKE CENTER	CTAF
135.475	126.85 305.2	122.9 L







CATEGORY	A	B	C	D
S-31	3880-1¼ 905 (1000-1¼)		3880-2¾ 905 (1000-2¾)	3880-3 905 (1000-3)
CIRCLING	3880-1¼ 905 (1000-1¼)		3880-2¾ 905 (1000-2¾)	3880-3 905 (1000-3)

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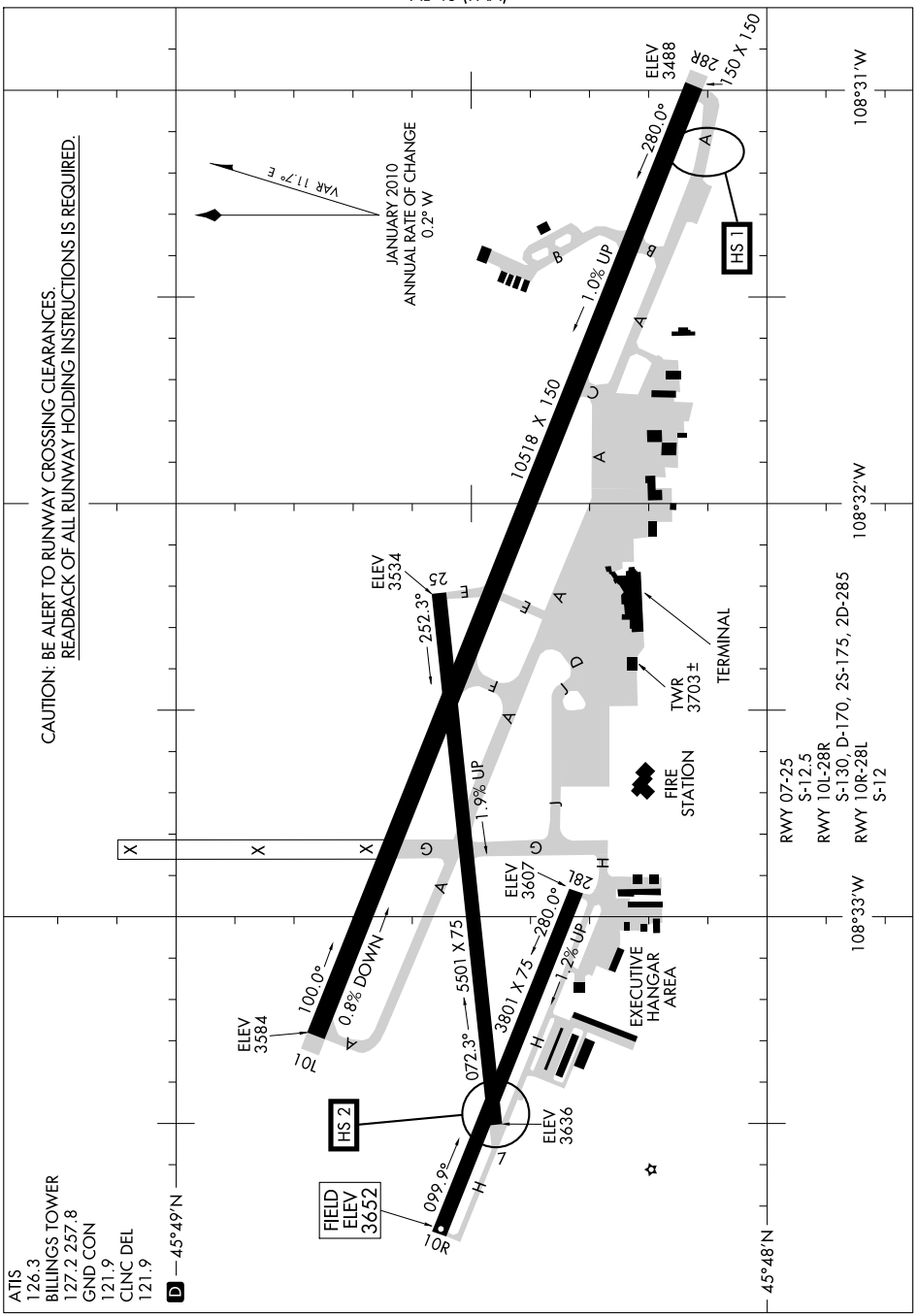
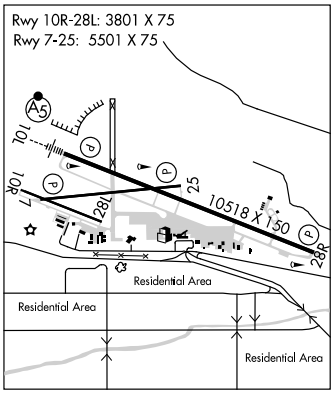


NW-1, 23 SEP 2010 to 21 OCT 2010

BILLINGS LOGAN INTL (BIL) 2 NW UTC−7(−6DT) N45°48.46′ W108°32.57′ **BILLINGS**
3652 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 ARFF Index—See Remarks NOTAM FILE BIL **H–1E, L–13D**
RWY 10L–28R: H10518X150 (ASPH–PFC) S–130, D–170, 2S–175, 2D–285 HIRL **IAP, AD**
RWY 10L: MALSR. PAPI(P4L)—GA 3.0° TCH 51′. 0.8% down.
RWY 28R: REIL. PAPI(P4R)—GA 3.0° TCH 56′. Ground. 1.0% up.
RWY 07–25: H5501X75 (ASPH–GRVD) S–12.5 MIRL
1.9% up SW
RWY 07: PAPI(P4L)—GA 3.0° TCH 27′. Ground.
RWY 25: REIL. PAPI(P4R)—GA 3.0° TCH 35′.
RWY 10R–28L: H3801X75 (ASPH) S–12 MIRL 1.2% up NW
RWY 10R: Ground.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 07:	TORA–5501	TODA–5501	ASDA–5501	LDA–5501
RWY 10L:	TORA–10518	TODA–10518	ASDA–10518	LDA–10518
RWY 10R:	TORA–3801	TODA–3801	ASDA–3801	LDA–3801
RWY 25:	TORA–5501	TODA–5501	ASDA–5501	LDA–5501
RWY 28L:	TORA–3801	TODA–3801	ASDA–3801	LDA–3801
RWY 28R:	TORA–10518	TODA–10518	ASDA–10518	LDA–10518

AIRPORT REMARKS: Attended continuously. Rwy 07–25 and Rwy 10R–28L CLOSED to acft over 12,500 lbs. Migratory waterfowl invof arpt. Twy E 35′ wide clsd to acft over 12,500 lbs. Snow removal ops in progress winter months. Class I, ARFF Index C. PPR unscheduled air carrier ops with more than 30 passenger seats ctc arpt ops 406–657–8496. ARFF Index B from 0900–1300Z‡. 180° turns Rwy 10L–28R by acft over 25000 lbs prohibited. For MIRL Rwy 10R–28L and Rwy 07–25, HIRL Rwy 10L–28R, MALSR Rwy 10L and REIL Rwy 25 and Rwy 28R ctc twr.
WEATHER DATA SOURCES: ASOS (406) 248–2773. LLWAS.
COMMUNICATIONS: ATIS 126.3 **UNICOM** 122.95
RCO 122.55 (GREAT FALLS RADIO)
Ⓡ **APP/DEP CON** 120.5 (West) 119.2 (East)
TOWER 127.2 **GND CON** 121.9 **CLNC DEL** 121.9 **PRE TAXI CLNC** 121.9
AIRSPACE: CLASS C svc ctc **APP CON** 20 NM Out.
RADIO AIDS TO NAVIGATION: NOTAM FILE BIL.
(H) VORTACW 114.5 BIL Chan 92 N45°48.51′ W108°37.48′ 077° 3.4 NM to fld. 3808/14E.
SAIGE NDB (LOM) 251 BI N45°51.13′ W108°41.67′ 099° 6.9 NM to fld.
ILS 110.3 I–BIL Rwy 10L Class IB. LOM SAIGE NDB.
ILS/DME 111.5 I–BMO Chan 52 Rwy 28R. Class IA. Localizer unusable byd 20° left and right of course.

BOULDER (3U9) 2 S UTC−7(−6DT) N46°12.70′ W112°06.35′ **GREAT FALLS**
4968 NOTAM FILE GTF
RWY 11–29: 3675X72 (TURF)
RWY 11: Hill. **RWY 29:** Road.
AIRPORT REMARKS: Unattended. No snow removal. Rwy 11–29 thlds marked with faded red cones, edges marked with white cones. −2′ drainage ditch +1′ berm W side of rwy full length, 43′ from Rwy 11–29 centerline.
COMMUNICATIONS: CTAF 122.9

BOWMAN FLD (See ANACONDA)

BOZEMAN N45°47.03′ W111°09.33′ NOTAM FILE BZN. **GREAT FALLS**
(H) VORW/DME 112.4 BZN Chan 71 at Gallatin Fld. 4430/18E. **H–1E, L–13C**
VOR portion unusable 360°–105° beyond 20 NM. DME portion unusable 350°–105° beyond 20 NM.
RCO 122.5 (GREAT FALLS RADIO)

NOTE: Takeoff on Runways 7, 10R, and 10L requires a minimum climb of 260 feet per NM to 4500 feet.

ATIS 126.3
CLNC DEL 121.9
GND CON 121.9
BILLINGS DEP CON 120.5

N

GREAT FALLS
115.1 GTF
Chan 98
N47°27.00′-W111°24.73′
L-13, H-1

LEWISTOWN
112.0 LWT
Chan 57
N47°03.18′-W109°36.37′
L-13, H-1

GLASGOW
113.9 GGW
Chan 86
N48°12.92′-W106°37.53′
L-13, H-1-2

HELENA
117.7 HLN
Chan 124
N46°36.41′-W111°57.21′
L-13, H-1

BOZEMAN
112.4 BZN
Chan 71
N45°47.03′-W111°09.33′
L-13, H-1

BILLINGS
114.5 BIL
Chan 92
N45°48.51′-W108°37.48′
L-13, H-1

MILES CITY
112.1 MLS
Chan 58
N46°22.93′-W105°57.21′
L-13, H-1-2

WHITEHALL
113.7 HIA
Chan 84
N45°51.71′-W112°10.18′
L-13, H-1

DUPREE
116.8 DPR
Chan 115
N45°04.69′-W101°42.90′
L-12-14, H-2

SHERIDAN
115.3 SHR
Chan 100
N44°50.54′-W107°03.66′
L-13, H-1-2

LIVINGSTON
116.1 LVM
Chan 108
N45°42.15′-W110°26.55′
L-13

CODY
111.8 COD
Chan 55
N44°37.23′-W108°57.90′
L-13

DILLON
113.0 DLN
Chan 77
N45°14.91′-W112°32.83′
L-13, H-1

RAPID CITY
112.3 RAP
Chan 70
N43°58.56′-W103°00.74′
L-12, H-2

DUNOIR
117.2 DNW
Chan 119
N43°49.70′-W110°20.13′
L-11, H-1

BOYSEN RESERVOIR
117.8 BOY
Chan 125
N43°27.79′-W108°17.98′
L-11, H-3

CRAZY WOMAN
117.3 CZI
Chan 120
N43°59.98′-W106°26.14′
L-11-12, H-1-2

DUBOIS
116.9 DBS
Chan 116
N44°05.33′-W112°12.56′
L-11, H-1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

ALL RUNWAYS: Fly assigned heading for vectors to assigned fix/route. Maintain 12,000 feet or assigned lower altitude. Expect clearance to filed altitude/flight level within 40 NM of BIL VORTAC.

LOST COMMUNICATIONS: If no transmissions are received for 1 minute after departure, fly last assigned heading until reaching 7000 feet. Proceed direct BIL VORTAC, then via last routing cleared and climb to filed altitude.

BILLINGS TWO DEPARTURE
(BIL2.BIL) 09351
BILLINGS LOGAN INTL (BIL)
BILLINGS, MONTANA

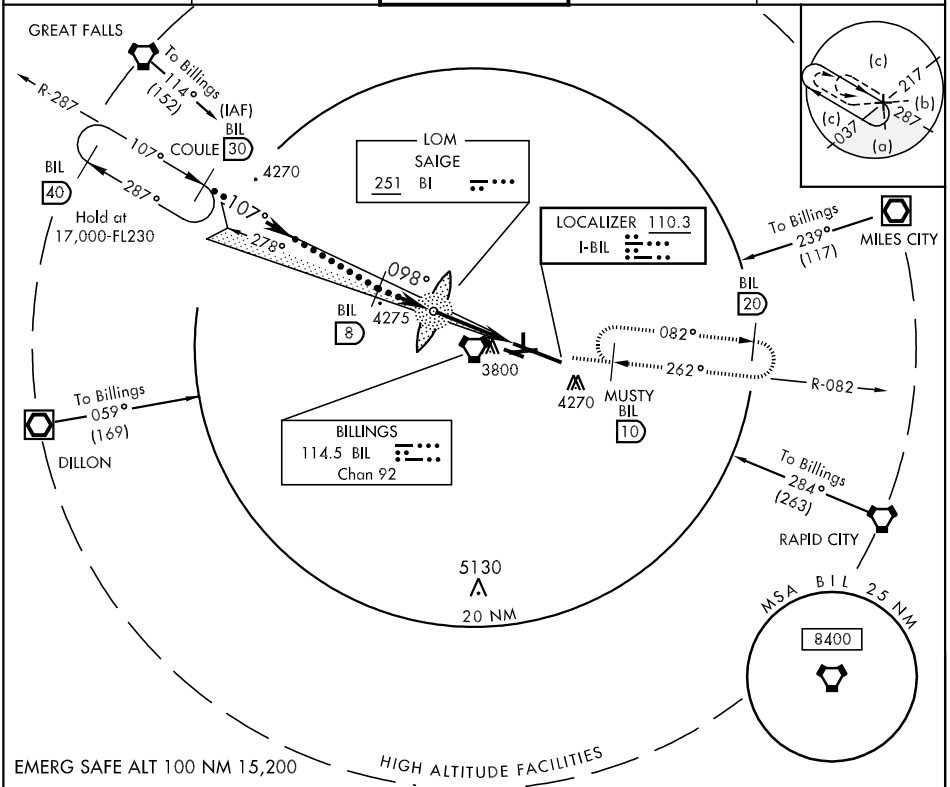
HI-ILS RWY 10L

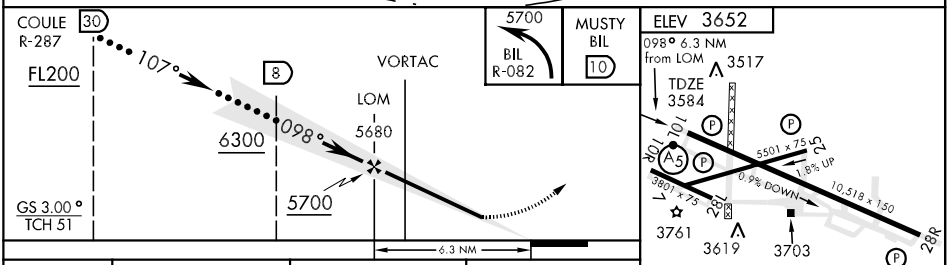
LOCALIZER I-BIL	APCH CRS	Rwy ldg 10,518 TDZE 3584 Arpt Elev 3652	JAL-48 [USAF]	BILLINGS LOGAN INTL (KBIL)
110.3	098°			

MALSR A5

MISSED APPROACH: Climb to 5700 via BIL R-082 to MUSTY/10 DME and hold.

ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9





REIL Rwy 25 and 28R
HIRL Rwy 10L-28R
MIRL Rwy 7-25 and 10R-28L

CATEGORY	C	D	E
S-ILS 10L	3784/24 200 (200-½)		
S-LOC 10L	4100/50 516 (500-1)	4100/60 516 (500-1¼)	
CIRCLING	4180-1½ 528 (600-1½)	4220-2 568 (600-2)	4580-3 928 (1000-3)

FAF to MAP 6.3 NM					
Knots	120	140	160	180	200
Min:Sec	3:09	2:42	2:22	2:06	1:53

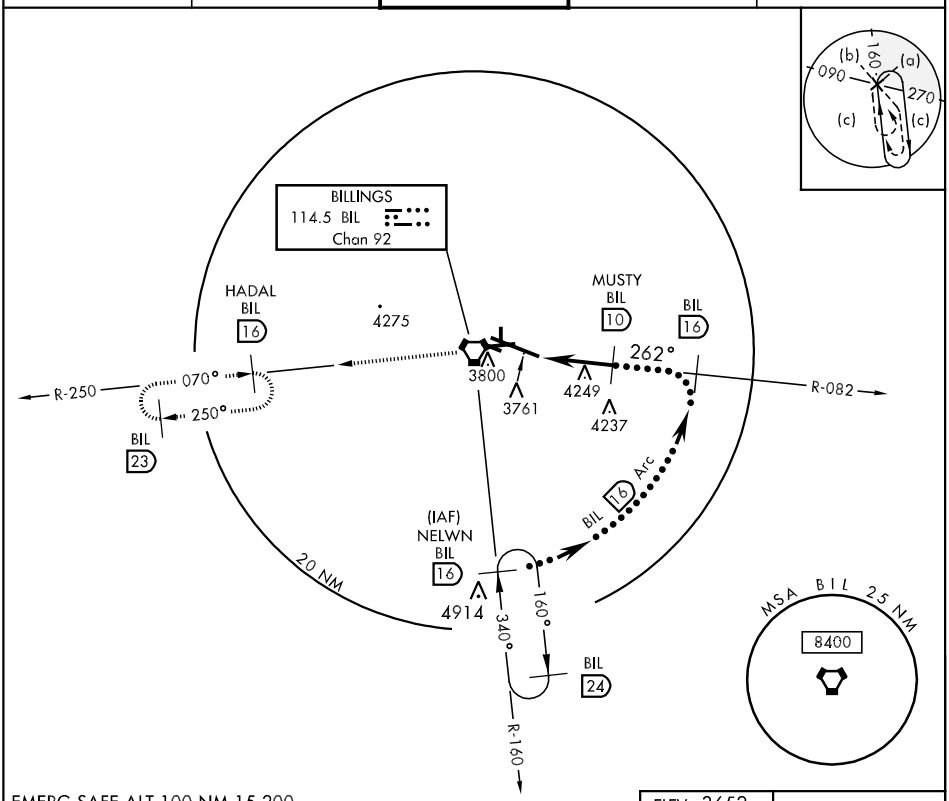
NW-1, 23 SEP 2010 to 21 OCT 2010

HI-VOR/DME or TACAN RWY 28R

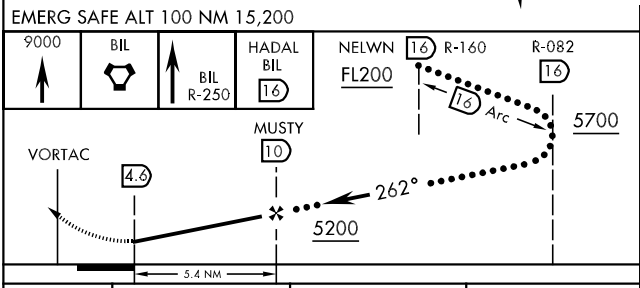
BILLINGS 114.5 Chan 92	APCH CRS 262°	Rwy ldg 10,518 TDZE 3517 Arpt Elev 3652	JAL-48 [USAF]	BILLINGS LOGAN INTL (KBIL)

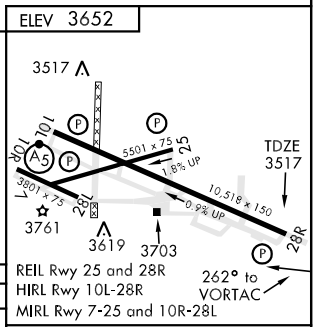
MISSED APPROACH: Climb to 9000 direct BIL VORTAC then via R-250 to HADAL/16 DME and hold.

ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9



EMERG SAFE ALT 100 NM 15,200





CATEGORY	C	D	E
S-28R	3940-1¼ 423 (300-1¼)		3940-1½ 423 (300-1½)
CIRCLING	4180-1½ 528 (600-1½)	4220-2 568 (600-2)	4580-3 928 (1000-3)

FAF to MAP 5.4 NM					
Knots	120	140	160	180	200
Min:Sec	2:42	2:19	2:01	1:48	1:37

NW-1, 23 SEP 2010 to 21 OCT 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE,WY		
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY (PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID		
LEWISTON-NEZ PERCE COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr. Short distance between rwys.
PORTLAND, OR		
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
SEATTLE, WA		
BOEING FIELD/		
KING COUNTY INTL (BFI)	HS 1	Twy Z restricted access area.
	HS 2	Rwy 13R-31L and Twy A9. Wrong rwy departure risk.
SEATTLE, WA		
SEATTLE-TACOMA INTL (SEA)	HS 1	Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

23 SEP 2010 to 21 OCT 2010

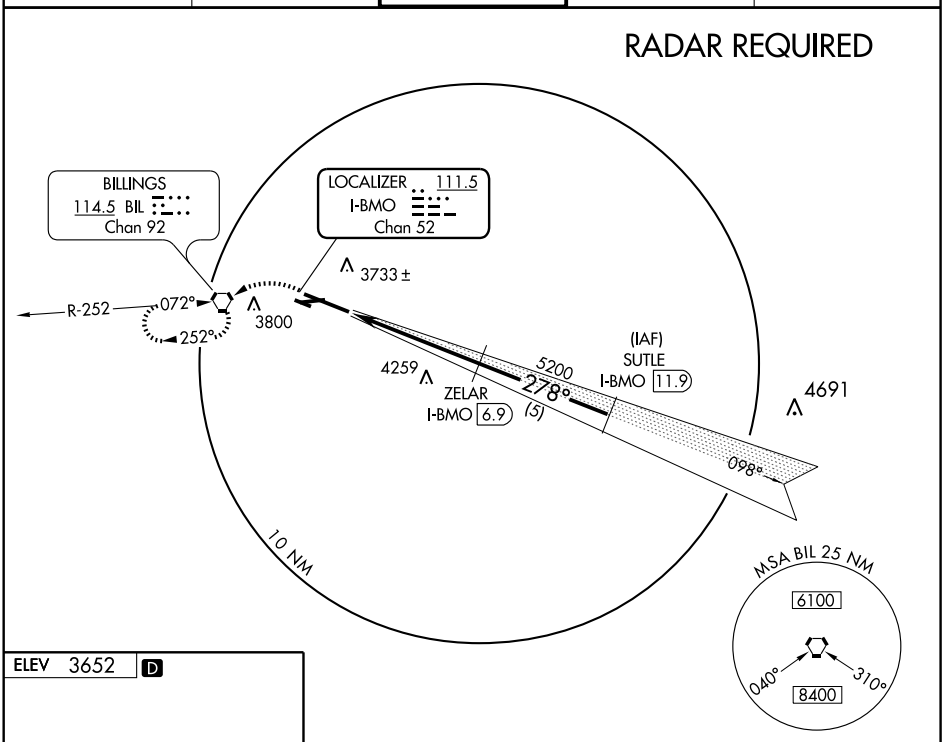
LOC/DME I-BMO	APP CRS	Rwy ldg	10518
111.5	278°	TDZE	3517
Chan 52		Apt Elev	3652

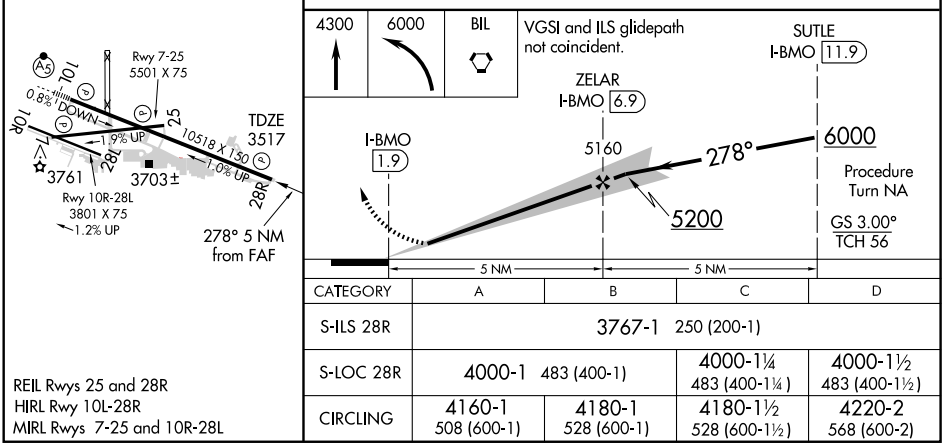
ILS or LOC/DME RWY 28R

BILLINGS LOGAN INTL (BIL)

MISSED APPROACH: Climb to 4300 then climbing left turn to 6000 direct BIL VORTAC and hold.

ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9





CATEGORY	A	B	C	D
S-ILS 28R	3767-1 250 (200-1)			
S-LOC 28R	4000-1 483 (400-1)		4000-1¼ 483 (400-1¼)	4000-1½ 483 (400-1½)
CIRCLING	4160-1 508 (600-1)	4180-1 528 (600-1)	4180-1½ 528 (600-1½)	4220-2 568 (600-2)

REIL Rwys 25 and 28R
HIRL Rwy 10L-28R
MIRL Rwys 7-25 and 10R-28L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

LOC I-BIL	APP CRS	Rwy ldg	10518
110.3	098°	TDZE	3584
		Apt Elev	3652

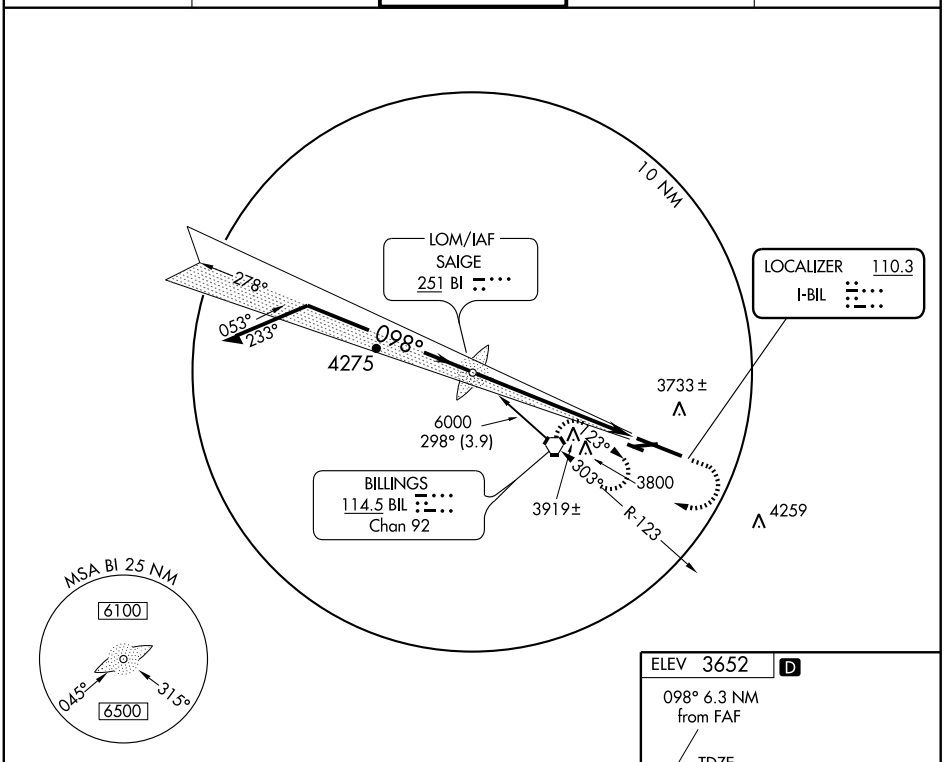
ILS or LOC RWY 10L
BILLINGS LOGAN INTL (BIL)

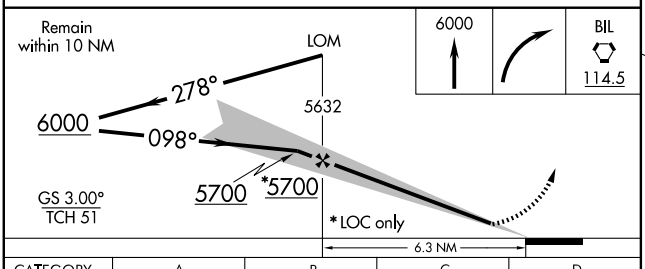
RVR 1800 authorized with the use of FD or AP or HUD to DA.

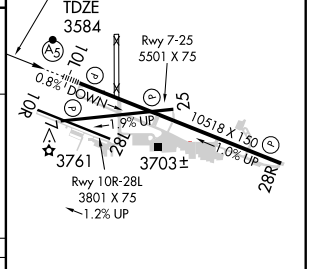
MALSR

MISSED APPROACH: Climb to 6000, then right turn direct BIL VORTAC and hold.

ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9







REIL Rwys 25 and 28R
HIRL Rwy 10L-28R
MIRL Rwys 7-25 and 10R-28L

CATEGORY	A	B	C	D
S-ILS 10L	# 3784/24 200 (200-½)			
S-LOC 10L	4120/24 536 (500-½)		4120/50 536 (500-1)	4120/60 536 (500-1¼)
CIRCLING	4160-1 508 (600-1)	4180-1 528 (600-1)	4180-1½ 528 (600-1½)	4220-2 568 (600-2)

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

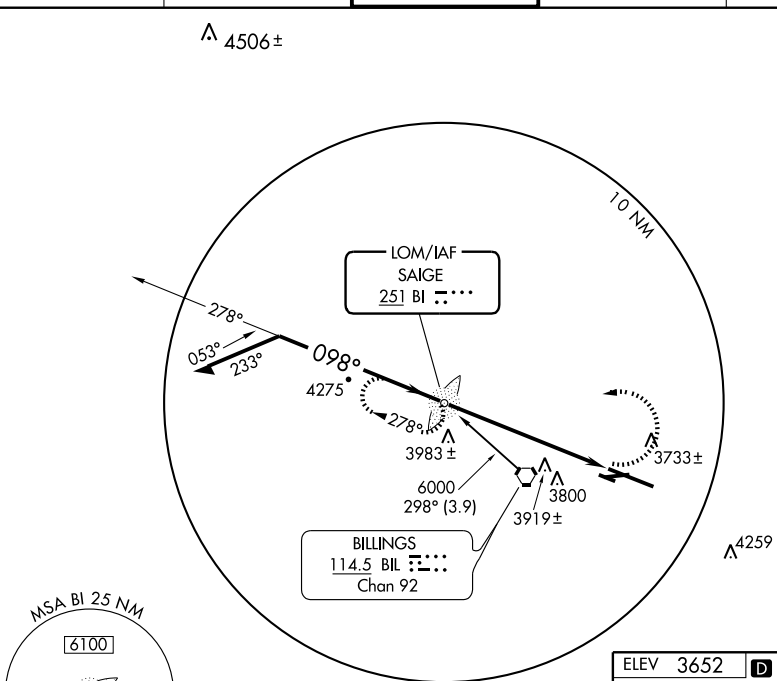
LOM BI	APP CRS	Rwy ldg	10518
251	098°	TDZE	3584
		Apt Elev	3652

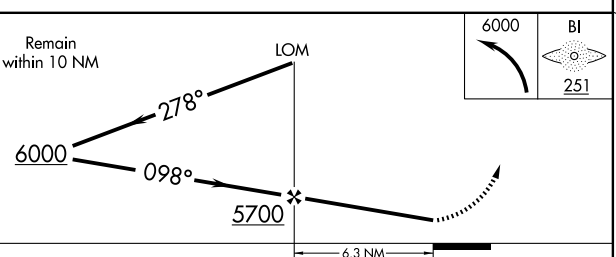
NDB RWY 10L
BILLINGS LOGAN INTL (BIL)

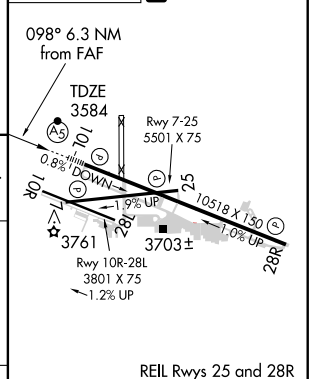
MALSR

MISSED APPROACH: Climbing left turn to 6000 direct Saige LOM and hold.

ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9







REIL Rwys 25 and 28R
HIRL Rwy 10L-28R
MIRL Rwys 7-25 and 10R-28L

CATEGORY	A	B	C	D
S-10L	4300/40	716 (700-¾)	4300-1½ 716 (700-1½)	4300-2 716 (700-2)
CIRCLING	4300-1	648 (700-1)	4300-2 648 (700-2)	4300-2¼ 648 (700-2¼)

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	5501
070°	TDZE	3636
	Apt Elev	3652

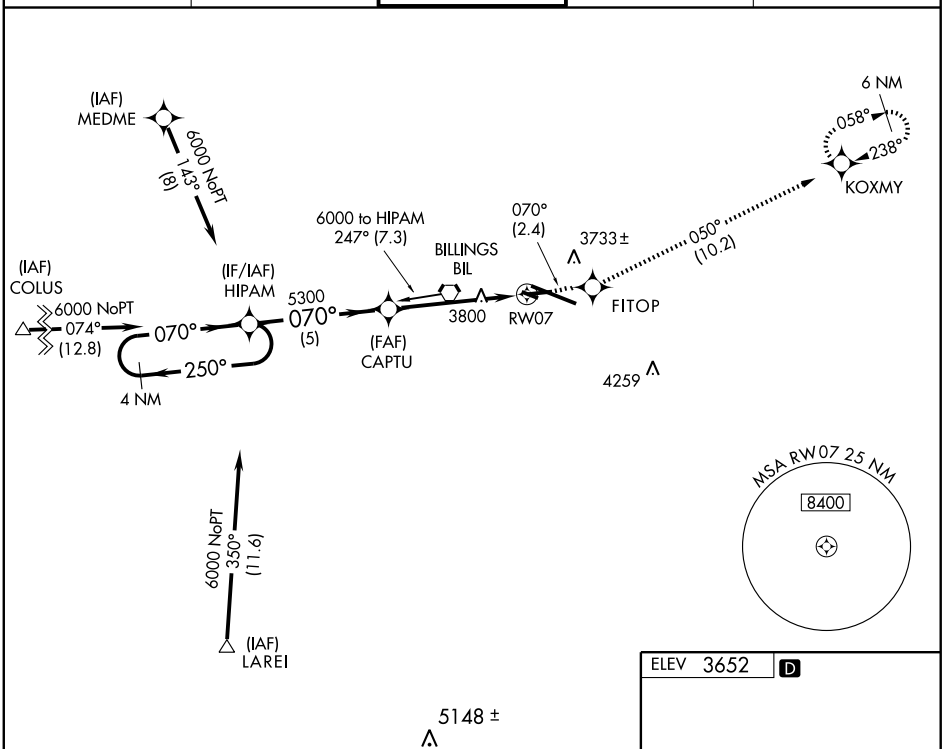
RNAV (GPS) RWY 7

BILLINGS LOGAN INTL (BIL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 6000 via 070° course to FITOP, then left turn via 050° course to KOXMY and hold.

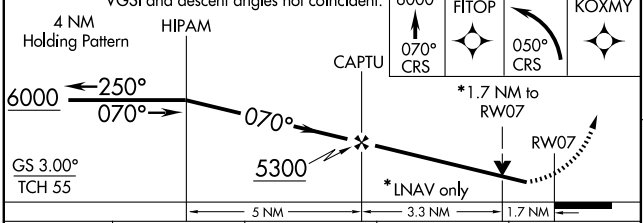
ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9



5148 ±

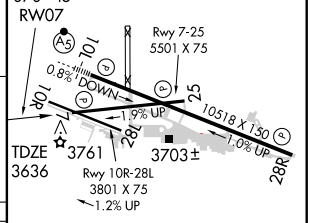
VGSI and descent angles not coincident.

6000	FITOP	KOXMY
070° CRS		050° CRS



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	4209-2 573 (600-2)			
LNAV MDA	4220-1 584 (600-1)		4220-1½ 584 (600-1½)	4220-1¾ 584 (600-1¾)
CIRCLING	4220-1 568 (600-1)		4220-1½ 568 (600-1½)	4220-2 568 (600-2)

ELEV 3652 D



REIL Rwys 25 and 28R
HIRL Rwy 10L-28R
MIRL Rwys 7-25 and 10R-28L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 50122 W10A	APP CRS 098°	Rwy ldg 10518 TDZE 3584 Apt Elev 3652

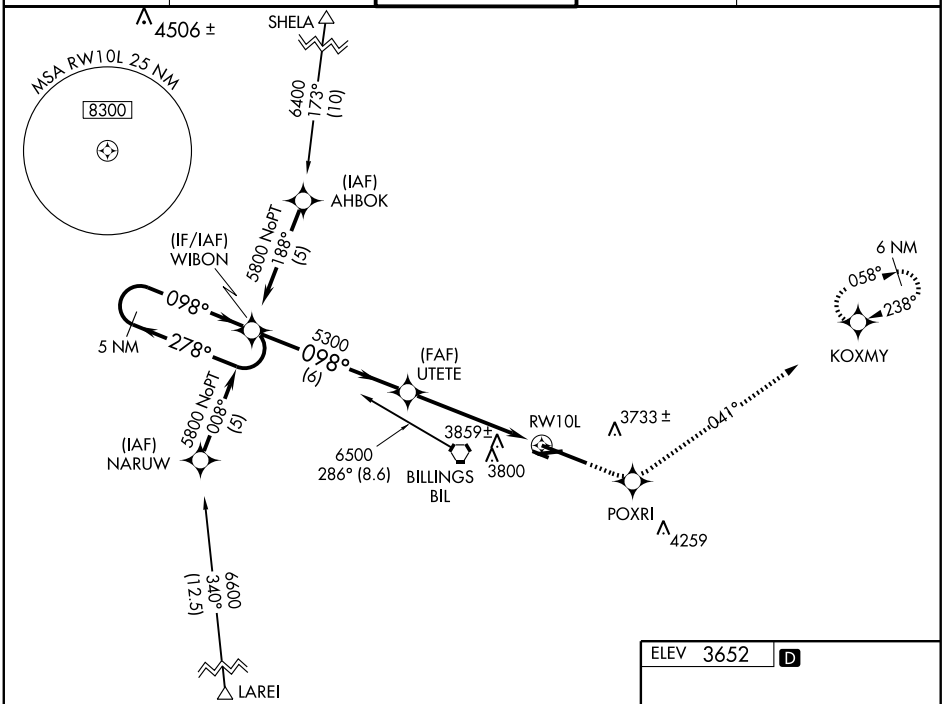
RNAV (GPS) RWY 10L
BILLINGS LOGAN INTL (BIL)

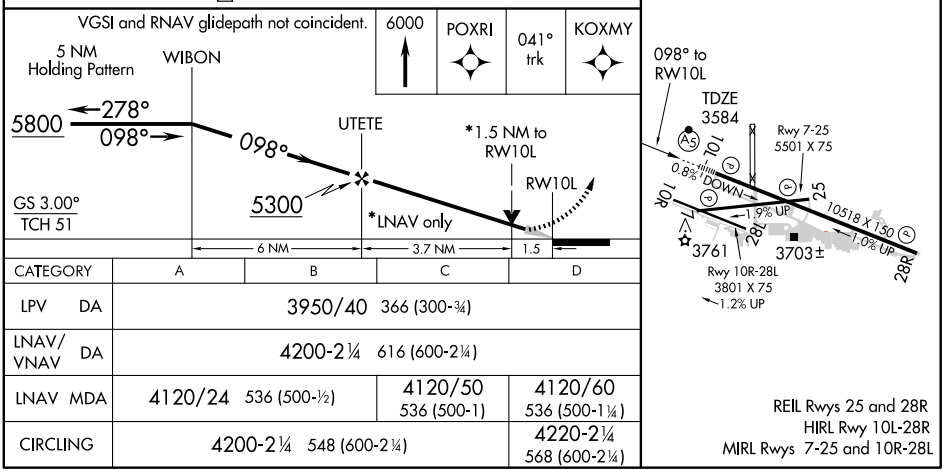
Baro-VNAV NA below -22°C (-7°F).
DME/DME RNP- 0.3 NA.
Inoperative table does not apply to LNAV/VNAV.
For inoperative MALSR increase LPV visibility to RVR 6000 all Cats.

MALSR

MISSED APPROACH: Climb to 6000 direct POXRI and via 041° track to KOXMY and hold.

ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9





CATEGORY	A	B	C	D
LPV DA	3950/40 366 (300-¾)			
LNAV/VNAV DA	4200-2¼ 616 (600-2¼)			
LNAV MDA	4120/24 536 (500-½)		4120/50 536 (500-1)	4120/60 536 (500-1¼)
CIRCLING	4200-2¼ 548 (600-2¼)			4220-2¼ 568 (600-2¼)

REIL Rwys 25 and 28R
HIRL Rwy 10L-28R
MIRL Rwys 7-25 and 10R-28L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

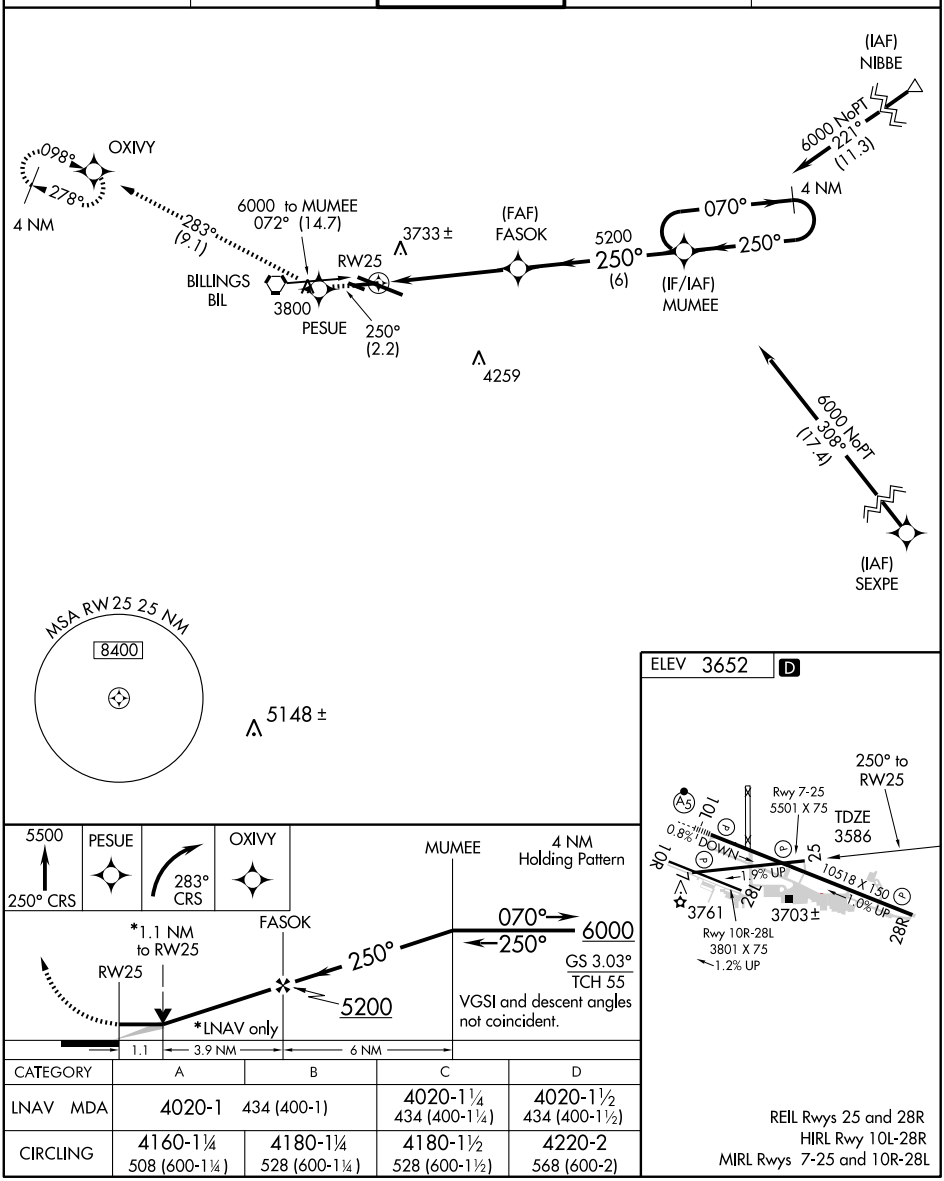
APP CRS	Rwy ldg	5501
250°	TDZE	3586
	Apt Elev	3652

RNAV (GPS) RWY 25
BILLINGS LOGAN INTL (BIL)

DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 5500 via 250° course to PESUE WP then right turn via 283° course to OXIVY and hold.

ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9



CATEGORY	A	B	C	D
LNAV MDA	4020-1 434 (400-1)		4020-1¼ 434 (400-1¼)	4020-1½ 434 (400-1½)
CIRCLING	4160-1¼ 508 (600-1¼)	4180-1¼ 528 (600-1¼)	4180-1½ 528 (600-1½)	4220-2 568 (600-2)

REIL Rwys 25 and 28R
HIRL Rwy 10L-28L
MIRL Rwys 7-25 and 10R-28L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 56222 W28A	APP CRS 278°	Rwy ldg 10518 TDZE 3517 Apt Elev 3652

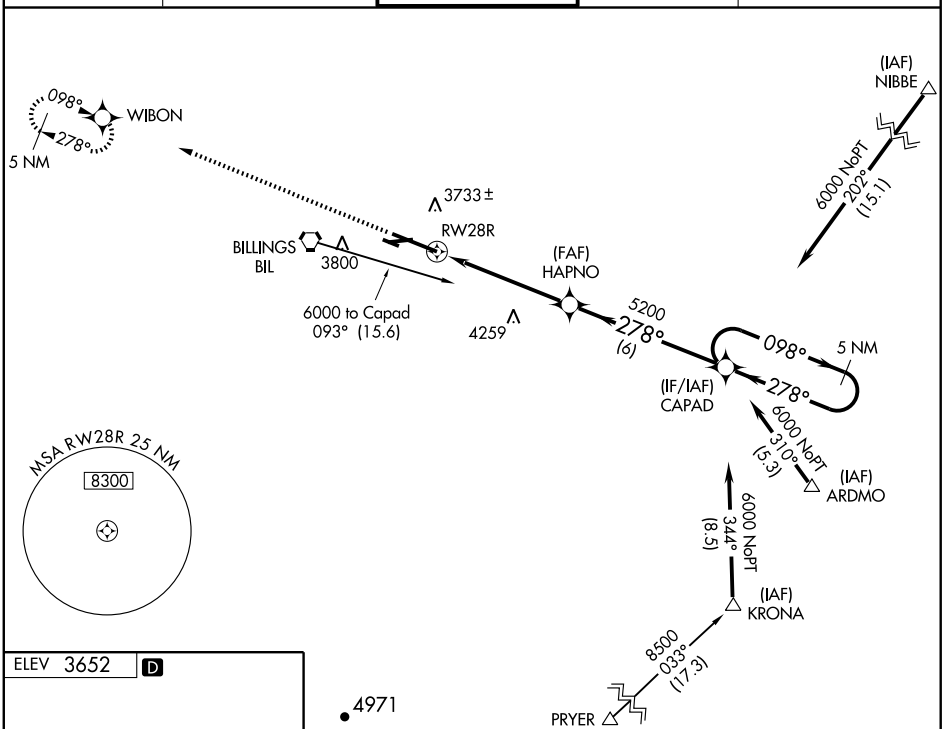
RNAV (GPS) RWY 28R

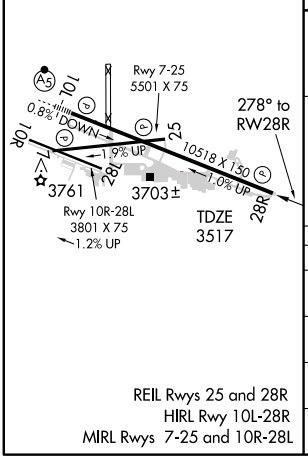
BILLINGS LOGAN INTL (BIL)

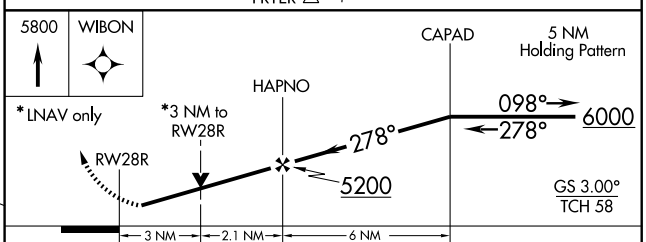
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F).
DME/DME RNP- 0.3 NA

MISSED APPROACH: Climb to 5800 direct WIBON and hold.

ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9







CATEGORY	A	B	C	D
LPV DA	3770-1 253 (200-1)			
LNAV/VNAV DA	3840-1¼ 323 (200-1¼)			
LNAV MDA	4500-1¼ 983 (900-1¼)	4500-1½ 983 (900-1½)	4500-3 983 (900-3)	
CIRCLING	4500-1¼ 848 (900-1¼)	4500-1½ 848 (900-1½)	4500-3 848 (900-3)	

REIL Rwys 25 and 28R
HIRL Rwy 10L-28L
MIRL Rwys 7-25 and 10R-28L

NW-1, 23 SEP 2010 to 21 OCT 2010

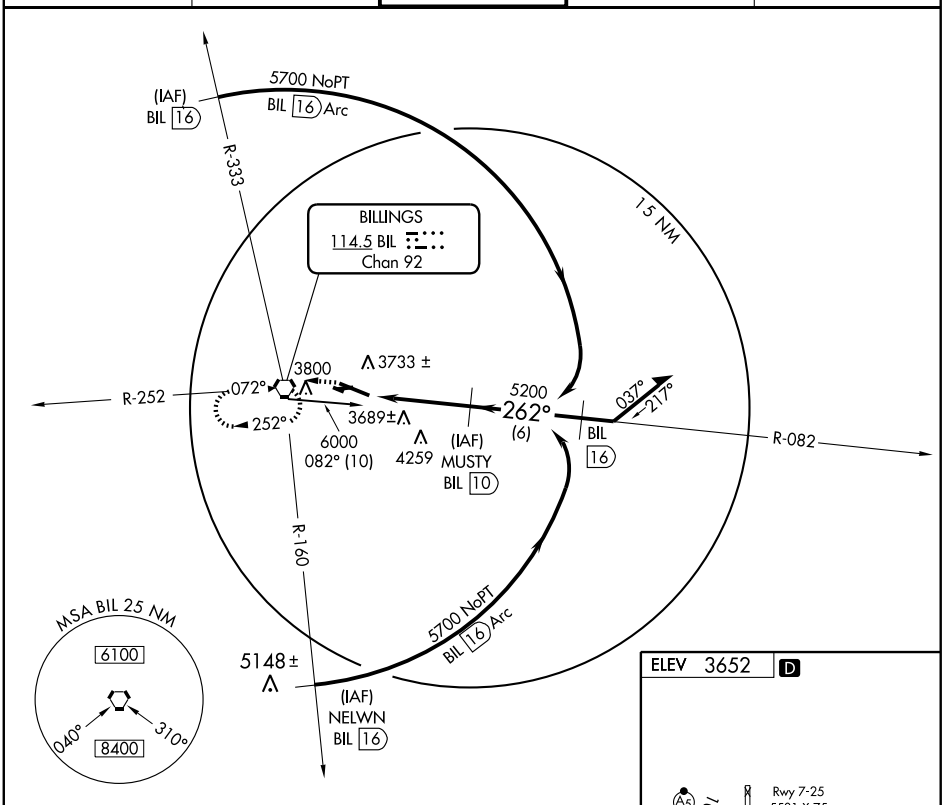
NW-1, 23 SEP 2010 to 21 OCT 2010

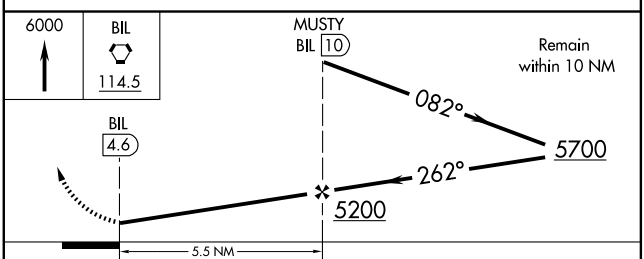
VORTAC BIL	APP CRS	Rwy ldg 10518
114.5	262°	TDZE 3517
Chan 92		Apt Elev 3652

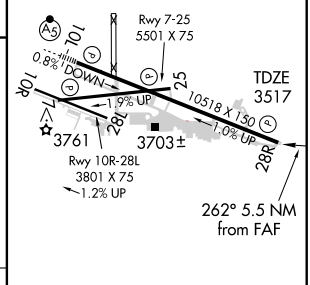
VOR/DME RWY 28R
BILLINGS LOGAN INTL (BIL)

MISSED APPROACH: Climb to 6000 direct BIL VORTAC and hold.

ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9







CATEGORY	A	B	C	D
S-28R	4040-1 523 (400-1)		4040-1½ 523 (400-1½)	4040-1¾ 523 (400-1¾)
CIRCLING	4160-1 508 (600-1)	4180-1 528 (600-1)	4180-1½ 528 (600-1½)	4220-2 568 (600-2)

REIL Rwys 25 and 28R
HIRL Rwy 10L-28R
MIRL Rwys 7-25 and 10R-28L

NW-1, 23 SEP 2010 to 21 OCT 2010

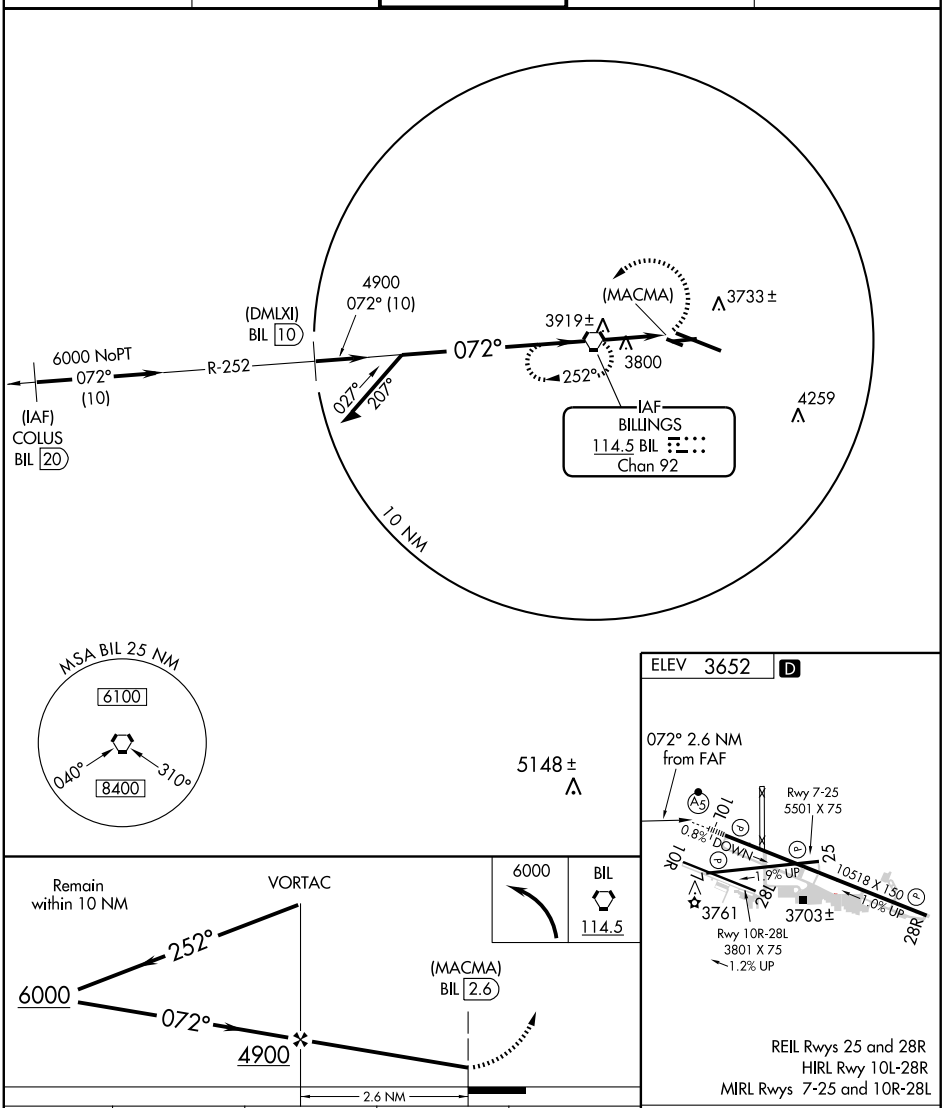
NW-1, 23 SEP 2010 to 21 OCT 2010

VORTAC BIL 114.5 Chan 92	APP CRS 072°	Rwy ldg N/A TDZE N/A Apt Elev 3652

VOR or GPS-A
BILLINGS LOGAN INTL (BIL)

MISSED APPROACH: Climbing left turn to 6000 direct BIL VORTAC and hold.

ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9



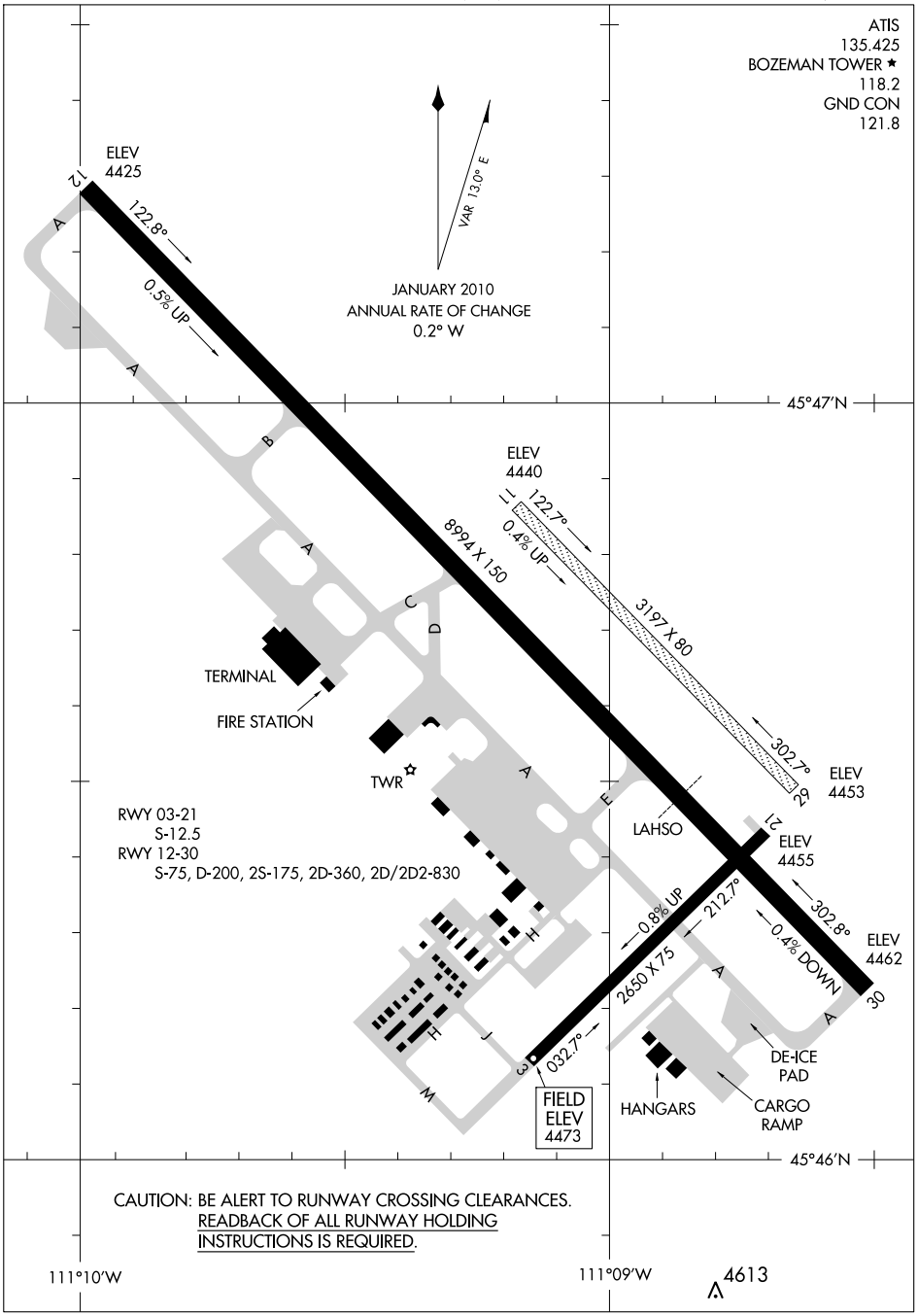
CATEGORY	A	B	C	D
CIRCLING	4180-1 528 (600-1)		4180-1½ 528 (600-1½)	4220-2 568 (600-2)

FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

AIRPORT DIAGRAM

AL-59 (FAA)

BOZEMAN/GALLATIN FIELD (BZN)
BOZEMAN, MONTANA



NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

BOZEMAN, MONTANA
BOZEMAN/GALLATIN FIELD (BZN)

10210

BOZEMAN

GALLATIN FLD (BZN) 7 NW UTC−7(−6DT) N45°46.65′ W111°09.12′

GREAT FALLS
H–1E, L–13C
IAP, AD

4473 B S4 **FUEL** 100, 100LL, JET A OX 1, 2, 3, 4 TPA—See remarks
Class I, ARFF Index B NOTAM FILE BZN

RWY 12–30: H8994X150 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–360, 2D/2D2–830 HIRL

RWY 12: MALSR. VASI(V4L)—GA 3.0° TCH 55′. 0.5% up.

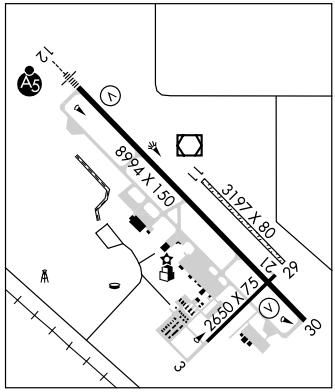
RWY 30: REIL. VASI(V4L)—GA 3.0° TCH 51′. 0.4% down.

RWY 03–21: H2650X75 (ASPH) S–12.5 0.8% up SW

RWY 11–29: 3197X80 (TURF) 0.4% up SE

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 12	12–30	6841



AIRPORT REMARKS: Attended 1300–0700Z‡. Parachute Jumping. For after hour svcs call fixed base operators 406–388–1351/4152. Migratory birds invof arpt. Rwy 11–29 open when dry, clsd when wet or snow covered. Glider ops on and invof arpt. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 406–388–6632. Rwy 21 between Rwy 12–30 and Twy A avbl for air carrier use day/VFR only. Snow removal equipment monitors CTAF. Tkf Rwy 03 prohibited until after confirming no tfc using Rwy 12. TPA—Single Engine 5303(829), Multi Engine/Turbojet 5802(1329). When twr clsd ACTIVATE HIRL Rwy 12–30, and MALSR Rwy 12—CTAF. At all times ACTIVATE REIL Rwy 30—CTAF. Landing fee for acft over 12,500 pounds.

WEATHER DATA SOURCES: ASOS (406) 388–4882.

COMMUNICATIONS: CTAF 118.2 **ATIS** 135.425 **UNICOM** 122.95

BOZEMAN RCO 122.5 (GREAT FALLS RADIO)

SALT LAKE CENTER APP/DEP CON 132.4

BOZEMAN TOWER 118.2 (1300–0700Z‡) **GND CON** 121.8

AIRSPACE: CLASS D svc 1300–0700Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BZN.

BOZEMAN (H) VORW/DME 112.4 BZN Chan 71 N45°47.03′ W111°09.33′ at fld. 4430/18E

MANNI NDB (LOM) 266 BZ N45°52.31′ W111°17.14′ 122° 8.0 NM to fld. LOM unusable 340°–110° byd 15 NM.

ILS 109.3 I–BZN Rwy 12 Class IE. LOM MANNI NDB. LOM unusable 340°–110° byd 15 NM.

BRIDGER MUNI (6S1) 0 W UTC−7(−6DT) N45°17.50′ W108°55.54′

BILLINGS
L–13D

3720 B NOTAM FILE GTF

RWY 16–34: H3400X42 (ASPH) S–4 LIRL (NSTD)

RWY 16: Thld dsplcd 120′. Tree.

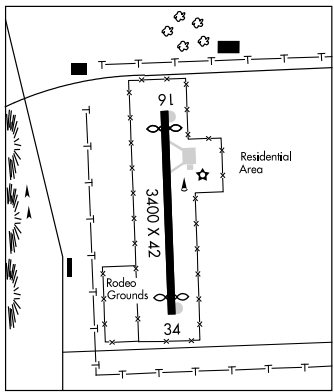
RWY 34: Thld dsplcd 475′. Hill. Rgt tfc.

AIRPORT REMARKS: Unattended. Deer on and invof rwys and twys. Rwy 16 thld relocated 120′ for ngt ops only not marked. Rwy 34 dsplcd thld marked by numbers 3280′ avbl for ngt ops. Rwy 16–34 LIRL NSTD. West side 57′ from pavement edge, East side 47′ from pavement edge. Each thld has 4 lgts total. ACTIVATE LIRL Rwy 16–34—CTAF.

COMMUNICATIONS: CTAF 122.9

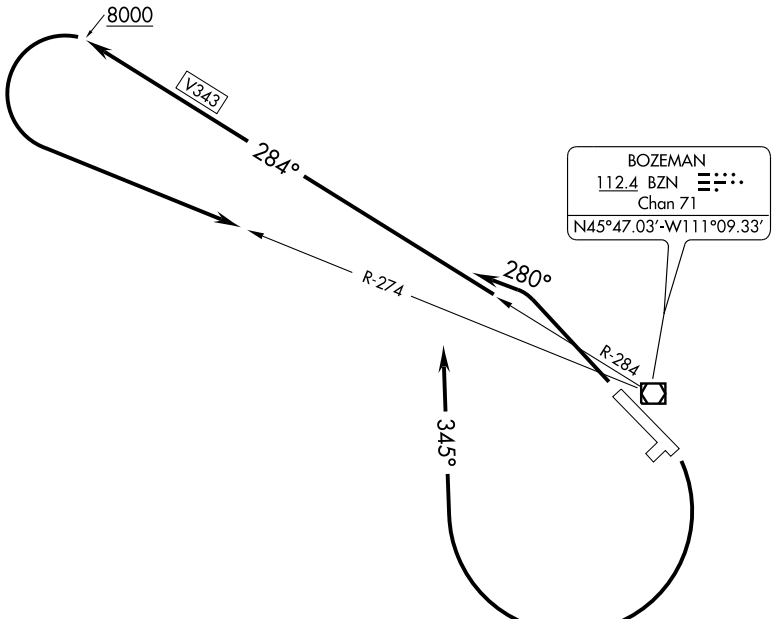
RADIO AIDS TO NAVIGATION: NOTAM FILE BIL.

BILLINGS (H) VORTACW 114.5 BIL Chan 92 N45°48.51′ W108°37.48′ 188° 33.5 NM to fld. 3808/14E.



BOZEMAN THREE DEPARTURE (OBSTACLE)

ATIS 135.425
GND CON
121.8
BOZEMAN TOWER ★
118.2 (CTAF)
SALT LAKE CITY CENTER
132.4 338.3



TAKE-OFF MINIMUMS
Rwy 3, 21: NA - ATC.
Rwy 12, 30: Standard

TAKE-OFF OBSTACLE NOTES
Rwy 30: Pole 641′ from DER, 622′ left of centerline, 62′ AGL/4452′ MSL.

NOTE: Chart not to scale.

T

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 12: Climbing right turn heading 345° to intercept BZN R-284 outbound to 8000. Aircraft departing westbound via V343 climb on course, all others continue climbing left turn to intercept BZN R-274 to BZN VOR/DME, cross BZN VOR/DME at or above MCAor MEA for route of flight.

TAKE-OFF RUNWAY 30: Climbing left turn heading 280° to intercept BZN R-284 outbound to 8000. Aircraft departing westbound via V343 climb on course, all others continue climbing left turn to intercept BZN R-274 to BZN VOR/DME, cross BZN VOR/DME at or above MCA or MEA for route of flight.

NW-1, 23 SEP 2010 to 21 OCT 2010

BOZEMAN THREE DEPARTURE (OBSTACLE)
BOZEMAN, MONTANA
BOZEMAN/ GALLATIN FIELD (BZN)
(BZN3.BZN) 10266

LOC I-BZN	APP CRS	Rwy ldg	8994
109.3	123°	TDZE	4443
		Apt Elev	4473

ILS or LOC RWY 12

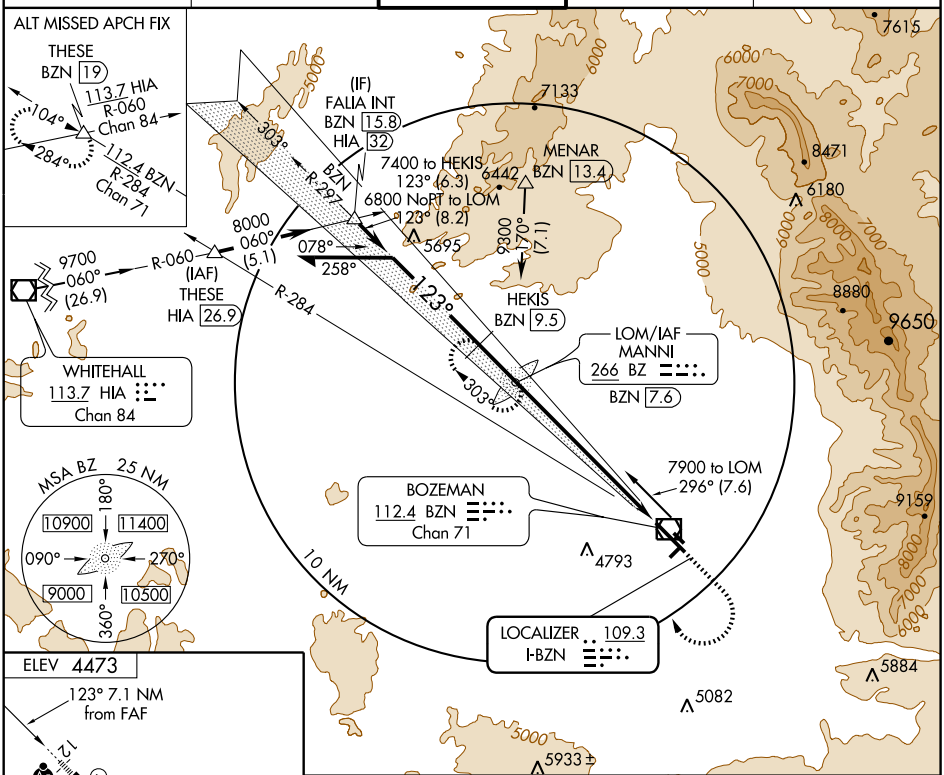
BOZEMAN/GALLATIN FIELD (BZN)

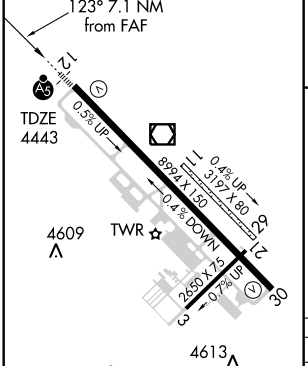
ADF required

MALSR

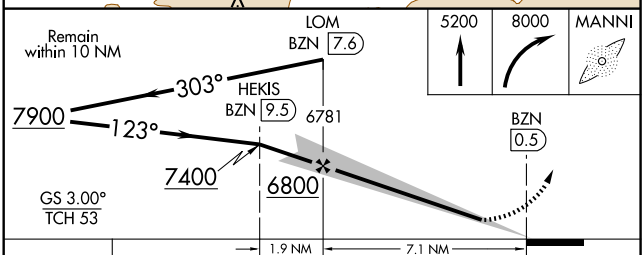
MISSED APPROACH: Climb to 5200, then climbing right turn to 8000 direct MANNI LOM and hold, continue climb-in-hold to 8000.

ATIS	SALT LAKE CENTER	BOZEMAN TOWER★	GND CON	UNICOM
135.425	132.4 338.3	118.2 (CTAF) L	121.8	122.95





FAF to MAP 7.1 NM					
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22



CATEGORY	A	B	C	D
S-ILS 12	4643-½ 200 (200-½)			
S-LOC 12	4840-½ 397 (400-½)			4840-¾ 397 (400-¾)
CIRCLING	4940-1 467 (500-1)		4940-1½ 467 (500-1½)	5040-2 567 (600-2)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BOZEMAN, MT			
GALLATIN FIELD (BZN)	12	03-21	6,841 feet
MOSES LAKE, WA			
GRANT COUNTY INTL (MWH)	04	14L-32R	4,700 feet
	14L	04-22	7,550 feet
	22	14L-32R	4,650 feet
	32R	04-22	5,050 feet
PORTLAND, OR			
PORTLAND-HILLSBORO (HIO)	12	02-20	4,922 feet
SALEM, OR			
MCNARY FIELD (SLE)	31	16-34	3,150 feet
	34	13-31	3,050 feet
SPOKANE, WA			
SPOKANE INTL (GEG)	07	03-21	2,800 feet
	21	07-25	7,000 feet
	25	03-21	4,350 feet
TWIN FALLS, ID			
JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)	07	12-30	4,500 feet
	25	12-30	3,600 feet

23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	N/A
303°	TDZE	N/A
	Apt Elev	4473

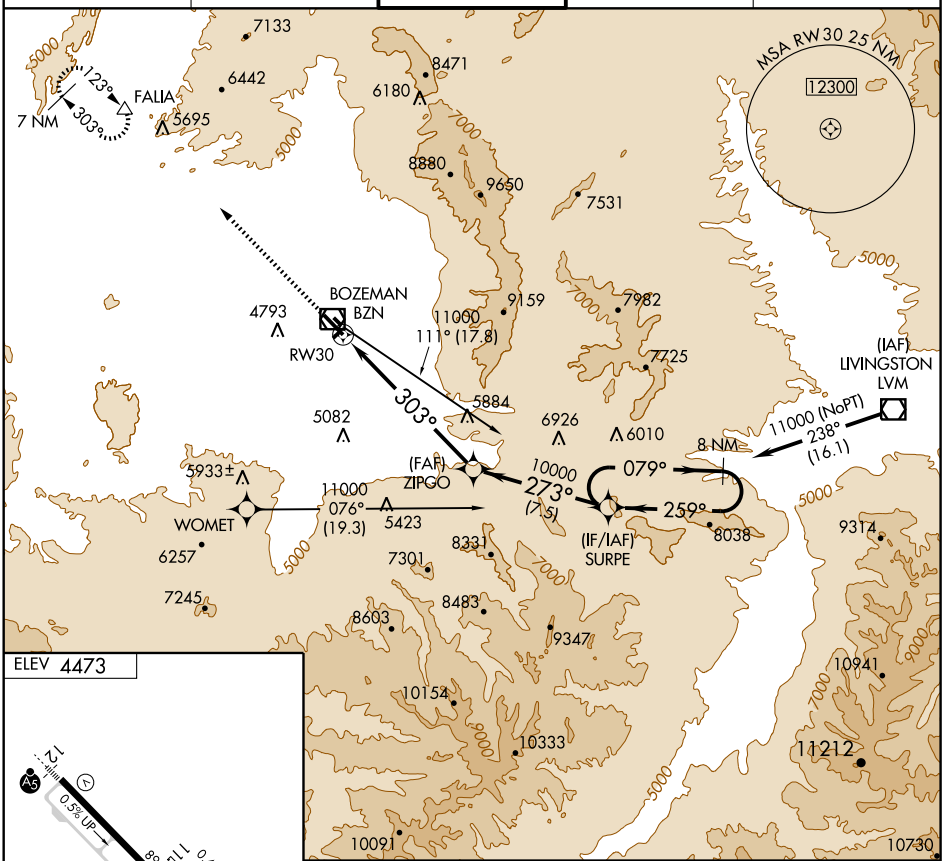
RNAV (GPS)-A

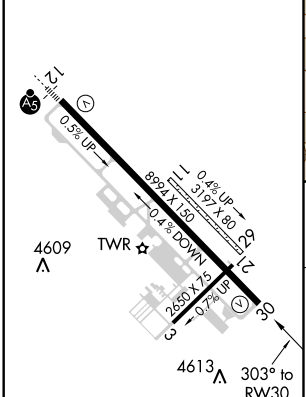
BOZEMAN/GALLATIN FIELD (BZN)

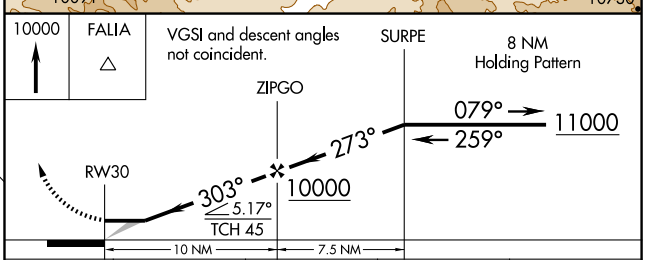
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 10000 direct FALIA and hold, continue climb-in-hold to 10000.

ATIS	SALT LAKE CENTER	BOZEMAN TOWER★	GND CON	UNICOM
135.425	132.4 338.3	118.2 (CTAF) L	121.8	122.95







CATEGORY	A	B	C	D
CIRCLING	6280-1¼ 1807 (1900-1¼)	6280-1½ 1807 (1900-1½)	6280-3 1807 (1900-3)	

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 72816 W12A	APP CRS 123°	Rwy ldg 8994 TDZE 4443 Apt Elev 4473

RNAV (GPS) Y RWY 12

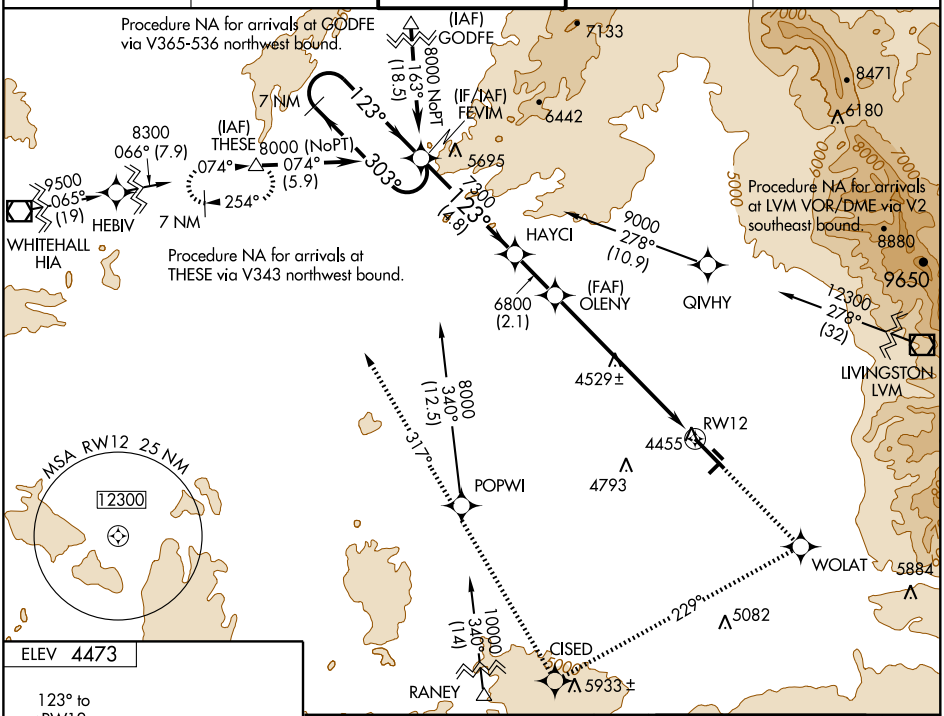
BOZEMAN/GALLATIN FIELD (BZN)

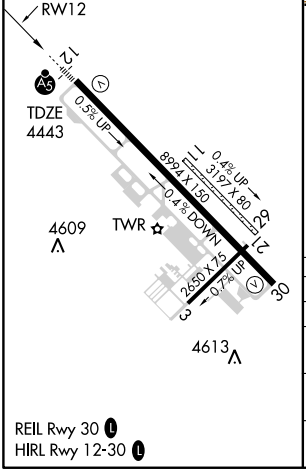
For inoperative MALSR, increase LPV DA all Cats. visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). DME/DME RNP- 0.3 NA.

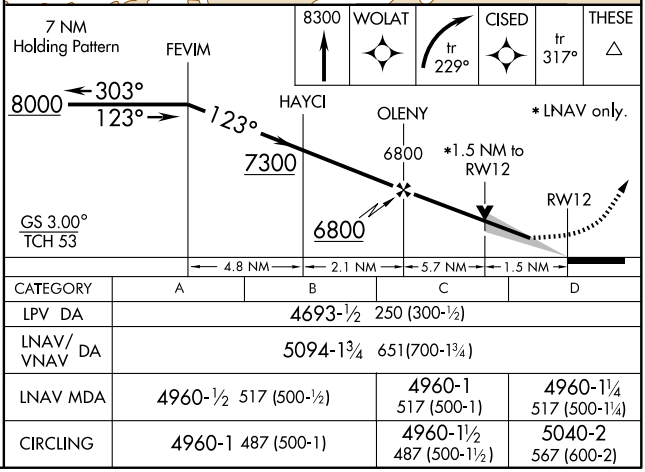
MALSR

MISSED APPROACH: Climb to 8300 direct WOLAT and right turn via track 229° to CISED and via track 317° to THESE and hold.

ATIS	SALT LAKE CENTER	BOZEMAN TOWER★	GND CON	UNICOM
135.425	132.4 338.3	118.2 (CTAF) L	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	4693-½ 250 (300-½)			
LNAV/VNAV DA	5094-1¾ 651(700-1¾)			
LNAV MDA	4960-½ 517 (500-½)		4960-1 517 (500-1)	4960-1¼ 517 (500-1¼)
CIRCLING	4960-1 487 (500-1)		4960-1½ 487 (500-1½)	5040-2 567 (600-2)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	8994
303°	TDZE	4462
	Apt Elev	4473

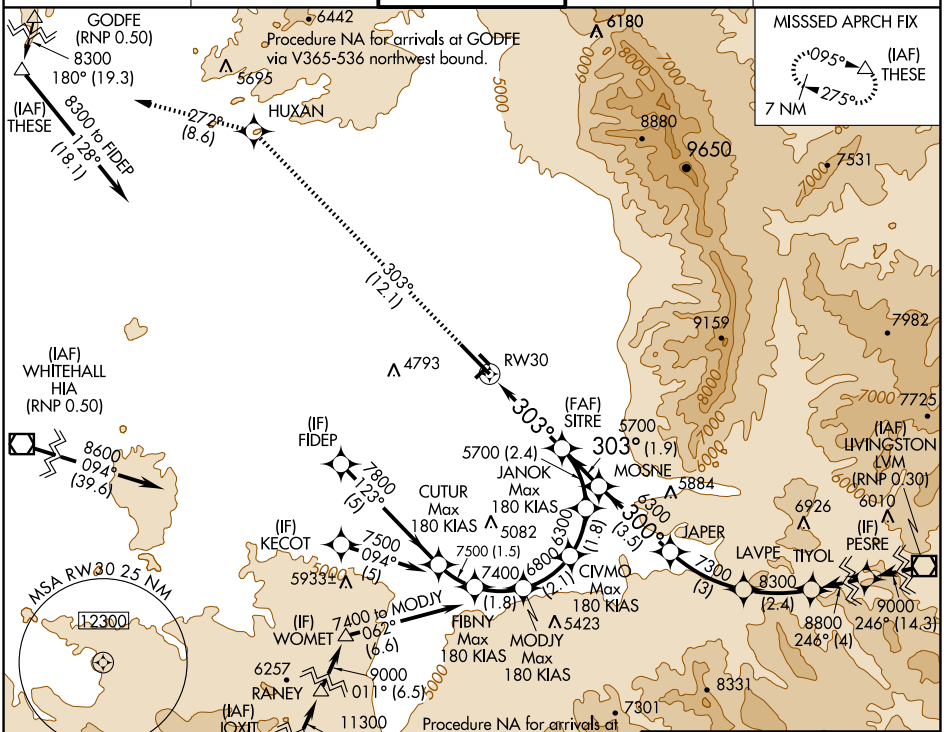
RNAV (RNP) RWY 30

BOZEMAN/GALLATIN FIELD (BZN)

For uncompensated Baro-VNAV systems, procedure NA below -24°C (-11°F) or above 39°C (102°F). When VGSI inoperative, procedure NA at night. RF Required. *Missed approach requires minimum climb of 350 feet per NM to 6000. GPS required.

MISSED APPROACH: Climb to 8300 via track 303° to HUXAN and via track 272° to THESE and hold, continue climb-in-hold to 8300.

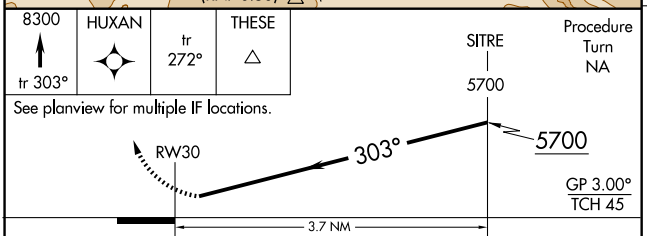
ATIS	SALT LAKE CENTER	BOZEMAN TOWER*	GND CON	UNICOM
135.425	132.4 338.3	118.2 (CTAF) L	121.8	122.95



ELEV 4473

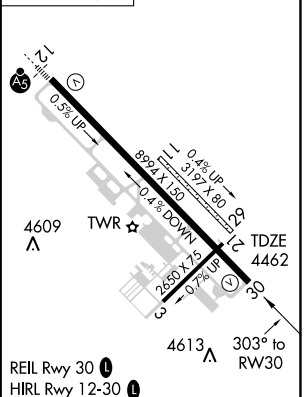
8300	HUXAN	tr 272°	THESE
tr 303°			

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.11*DA	4742-1 280 (300-1)			
RNP 0.20 DA	4824-1¼ 362 (400-1¼)			
RNP 0.30 DA	4881-1½ 419 (500-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	8994
123°	TDZE	4443
	Apt Elev	4473

RNAV (RNP) Z RWY 12

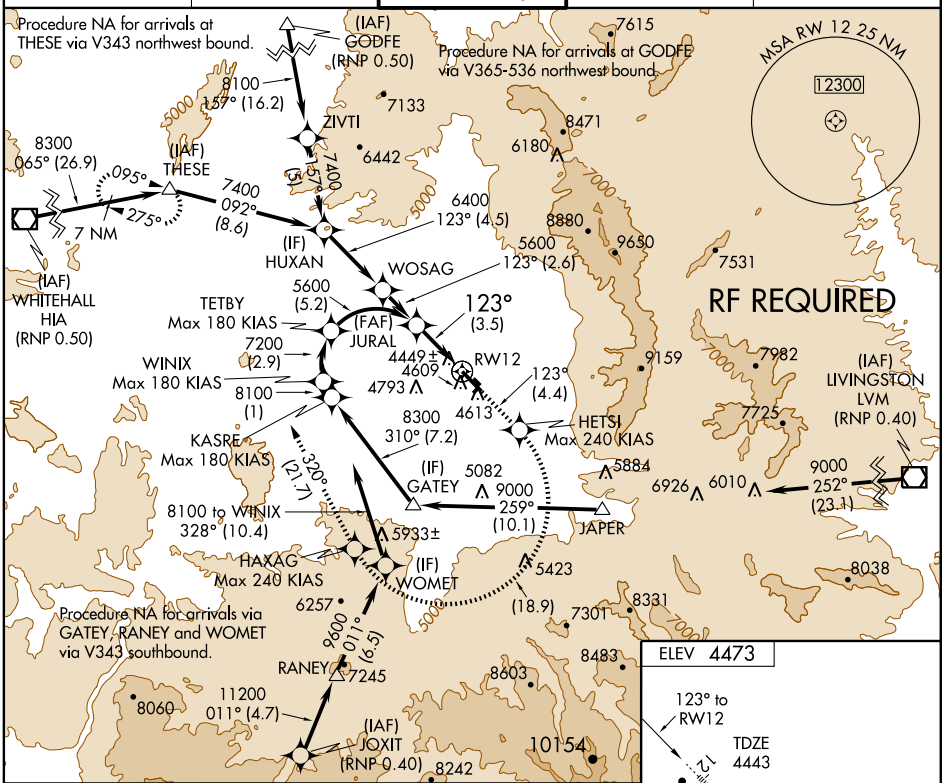
BOZEMAN/GALLATIN FIELD (BZN)

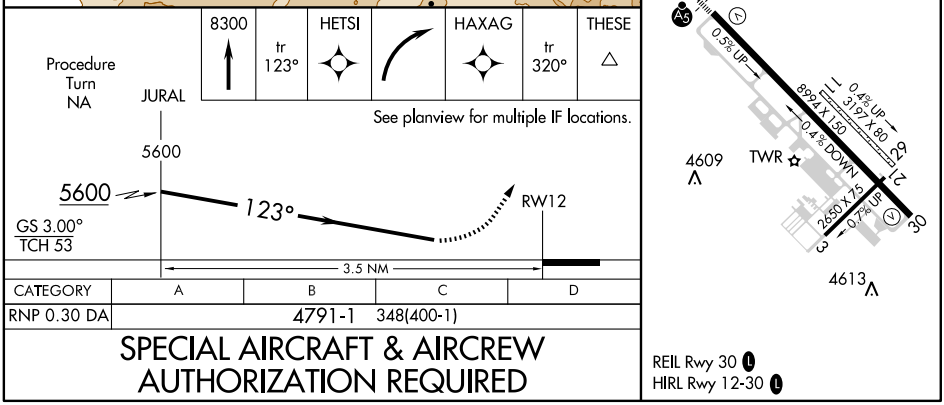
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -23°C (-11°F) or above 39°C (102°F). When VGSI inop, procedure NA at night. For inoperative MALSR increase RNP 0.30 visibility to 1¼ all Cats.

MALSR

MISSED APPROACH: Climb to 8300 via track 123° to HETSI, and via right turn to HAXAG, and via track 320° to THESE and hold.

ATIS	SALT LAKE CENTER	BOZEMAN TOWER ★	GND CON	UNICOM
135.425	132.4 338.3	118.2 (CTAF) L	121.8	122.95





CATEGORY	A	B	C	D
RNP 0.30 DA	4791-1 348(400-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME RWY 12
BOZEMAN/ GALLATIN FIELD (BZN)

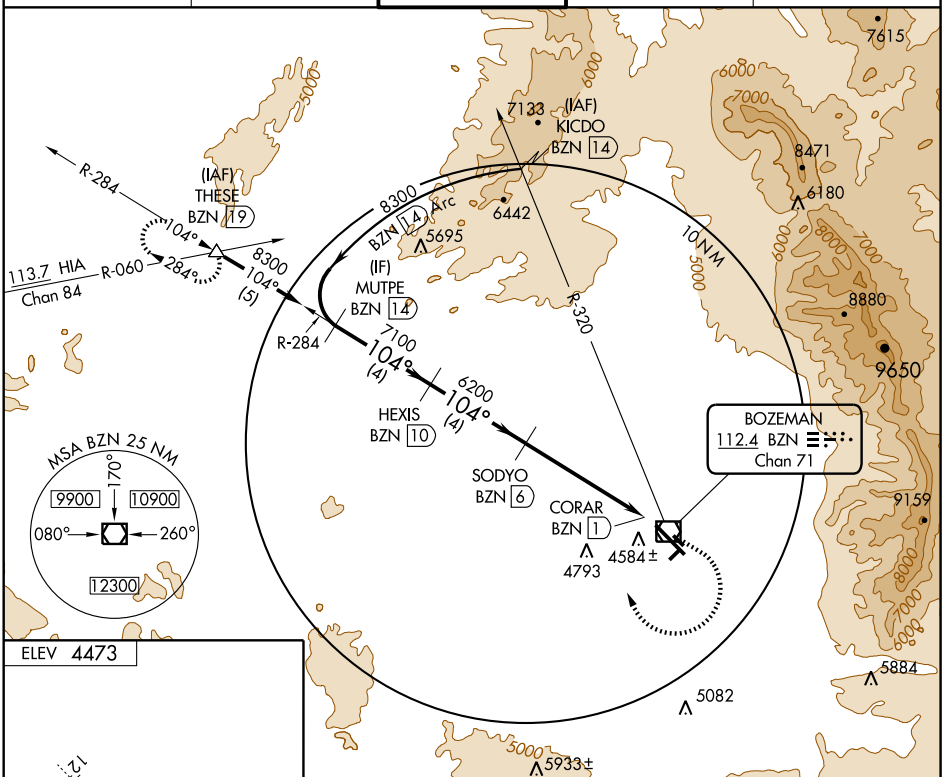
VOR/DME BZN 112.4 Chan 71	APP CRS 104°	Rwy ldg 8994 TDZE 4443 Apt Elev 4473

Inoperative table does not apply.

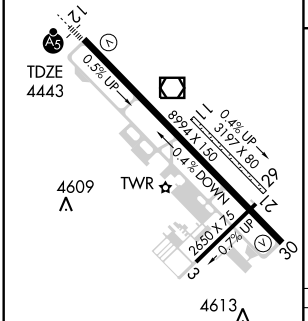
MALSR

MISSED APPROACH: Climb to 5300, then climbing right turn to 8300 via heading 320° to intercept BZN VOR/DME R-284 then via BZN VOR/DME R-284 to THESE/BZN 19 DME and hold.

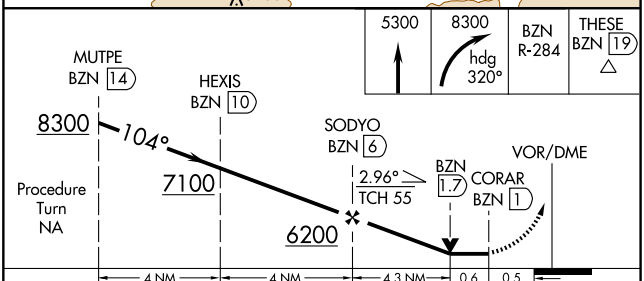
ATIS	SALT LAKE CENTER	BOZEMAN TOWER★	GND CON	UNICOM
135.425	132.4 338.3	118.2 (CTAF) L	121.8	122.95



ELEV 4473



REIL Rwy 30 L
HIRL Rwy 12-30 L



CATEGORY	A	B	C	D
S-12	4840- 1 397 (400-1)			4840-1¼ 397 (400-1¼)
CIRCLING	4940-1 467 (500-1)		4940-1½ 467 (500-1½)	5040-2 567 (600-2)

NW-1, 23 SEP 2010 to 21 OCT 2010

VOR RWY 12

BOZEMAN/GALLATIN FIELD (BZN)

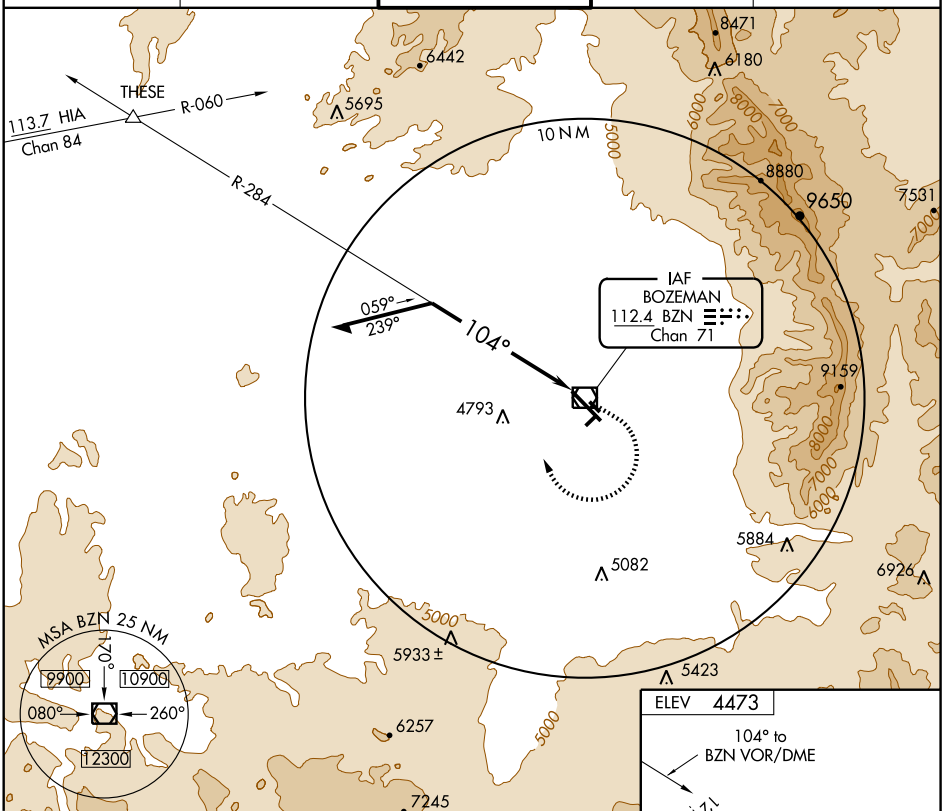
VOR/DME BZN 112.4 Chan 71	APP CRS 104°	Rwy ldg 8994 TDZE 4443 Apt Elev 4473

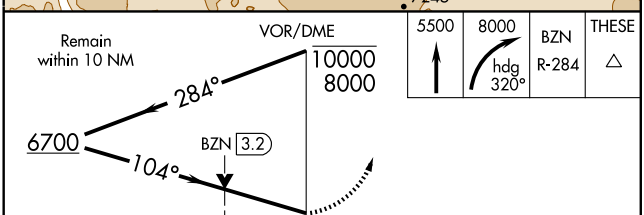
T A Inoperative table does not apply.

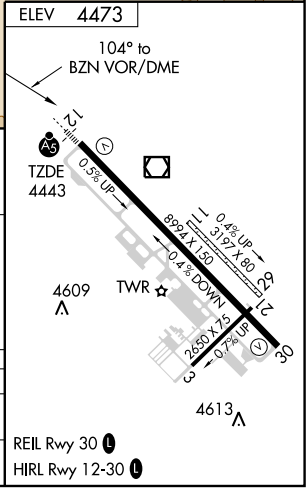
MALSR

MISSED APPROACH: Climb to 5500 then climbing right turn to 8000 via heading 320° to intercept BZN VOR/DME R-284 then via BZN VOR/DME R-284 to THESE INT.

ATIS	SALT LAKE CENTER	BOZEMAN TOWER ★	GND CON	UNICOM
135.425	132.4 338.3	118.2 (CTAF) L	121.8	122.95







CATEGORY	A	B	C	D
S-12	5340 -1¼	897 (900-1¼)	5340-2¾ 897 (900-2¾)	5340-3 897 (900-3)
CIRCLING	5340-1¼	867 (900-1¼)	5340-2¾ 867 (900-2¾)	5340-3 867 (900-3)

NW-1, 23 SEP 2010 to 21 OCT 2010

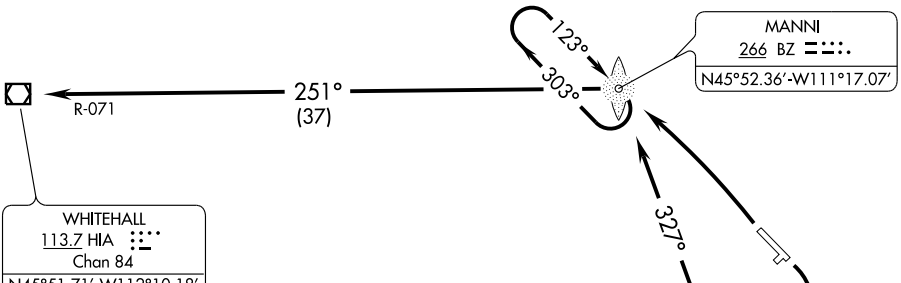
NW-1, 23 SEP 2010 to 21 OCT 2010

WHITEHALL TWO DEPARTURE

SL-59 (FAA)

BOZEMAN/ GALLATIN FIELD (BZN)
BOZEMAN, MONTANA

ATIS 135.425
GND CON
121.8
BOZEMAN TOWER ★
118.2 (CTAF)
SALT LAKE CITY CENTER
132.4 338.3



NOTE: ADF REQUIRED

TAKE-OFF MINIMUMS
Rwy 3, 21: NA - ATC.
Rwy 12: Standard
Rwy 30: Standard with minimum climb of 294′ per NM to 6500.

TAKE-OFF OBSTACLE NOTES
Rwy 30: Pole 641′ from DER, 622′ left of centerline, 62′ AGL/4452′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 12: Climbing right turn to intercept 327° course to MANNI LOM. Climb in MANNI LOM holding pattern to at or above 8500, then intercept HIA R-071 to HIA VOR/DME, cross HIA VOR/DME at or above MCA or MEA for route of flight.

TAKE-OFF RUNWAY 30: Climbing left turn direct MANNI LOM. Climb in MANNI LOM holding pattern to at or above 8500, then intercept HIA R-071 to HIA VOR/DME, cross HIA VOR/DME at or above MCA or MEA for route of flight.

WHITEHALL TWO DEPARTURE
BOZEMAN, MONTANA
BOZEMAN/ GALLATIN FIELD (BZN)
(HIA2.HIA) 10210

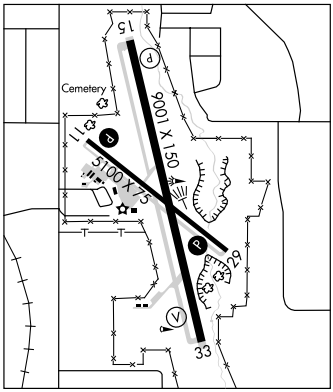
NW-1, 23 SEP 2010 to 21 OCT 2010

BUTTE

BERT MOONEY (BTM) 3 SE UTC−7(−6DT) N45°57.29′ W112°29.85′ **GREAT FALLS**
5550 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index A **H–1D, L–13C**
NOTAM FILE BTM **IAP**

RWY 15–33: H9001X150 (ASPH–GRVD) S–75, D–160, 2S–175, 2D–250 MIRL
RWY 15: REIL. PAPI(P4L)—GA 3.5° TCH 55′. Rgt tfc. 0.6% up.
RWY 33: VASI(V4L)—GA 3.0° TCH 78′. Tower.

RWY 11–29: H5100X75 (ASPH-GRVD) S–12.5 MIRL
RWY 11: REIL. PAPI(P2L)—GA 4.0° TCH 38′. Road.
RWY 29: REIL. PAPI(P2L)—GA 4.0° TCH 45′. Bldg.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 11: TORA–5100 TODA–5100 ASDA–5100 LDA–5100
RWY 29: TORA–5100 TODA–5100 ASDA–5100 LDA–5100

AIRPORT REMARKS: Attended dawn–dusk. Deer invof arpt. Snow removal ops in progress during periods of snow. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 406–494–3771. Twy D rstd to acft 12,500 lbs or less between Rwy 29 apch end and Rwy 15–33, and Twy D between Rwy 11 apch end and Twy F. Rwy 11–29 from Rwy end 29 to Rwy 15–33 and from Twy F to Rwy end 11 not avbl for air carrier acft over 12,500 lbs. Fee for all commercial acft and acft over 10,000 pounds. Landing fee. Rwy 11 PAPI straight–in only. Rwy 33 do not use VASI byd 1.5 miles due to high terrain. PAPI restricted to 2.1 NM from Rwy 29 thld due to high terrain. MIRL Rwy 15–33 preset low ints dusk–dawn, MIRL Rwy 11–29 avbl on req 0600Z‡ to dawn. ACTIVATE MIRL Rwy 15–33 and Rwy 11–29, PAPI Rwy 11 and Rwy 29, and REIL Rwy 11, Rwy 29, and Rwy 15—CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (406) 494–1870.

COMMUNICATIONS: CTAF/UNICOM 123.0
COPPERTOWN RCO 122.65 (GREAT FALLS RADIO)
BUTTE RCO 122.2 122.4 (GREAT FALLS RADIO)
SALT LAKE CENTER APP/DEP CON 132.4

RADIO AIDS TO NAVIGATION: NOTAM FILE BTM.
COPPERTOWN (L) VORW/DME 111.6 CPN Chan 53 N46°01.92′ W112°44.85′ 098° 11.4 NM to fld. 5780/16E.
WHITEHALL (H) VORW/DME 113.7 HIA Chan 84 N45°51.71′ W112°10.18′ 274° 14.8 NM to fld. 4652/18E.
ILS/DME 110.9 I–BEY Chan 46 Rwy 15. Class IE.

BUTTE AERO HELIPORT (84U) 4 SE UTC−7(−6DT) N45°57.20′ W112°29.83′ **GREAT FALLS**
5553 B S4 **FUEL** 100, 100LL, JET A OX 1, 2, 3, 4 LRA NOTAM FILE GTF
HELIPAD H2: H80X30 (ASPH)
HELIPORT REMARKS: Attended dawn–dusk. Helipad may be used for snowpiling during winter months ctc arpt manager 406–494–3771 for current conditions. Grass growing through cracks in helipad. For customs contact GREAT FALLS AFSS.
COMMUNICATIONS: CTAF/UNICOM 123.0

CANYON FERRY (See TOWNSEND)

CAPITOL N46°36.40′ W111°56.23′. NOTAM FILE HLN. **GREAT FALLS**
NDB (HW) 335 CVP 254° 1.9 NM to Helena Rgnl. Unmonitored when twr clsd. **L–13C**

CHESTER N48°30.48′ W110°58.85′. NOTAM FILE GTF. **GREAT FALLS**
NDB (MHW) 323 LTY at Liberty Co. VFR only. **L–13C**

LOC/DME I-BEY 110.9 Chan 46	APP CRS 151°	Rwy ldg 9001 TDZE 5523 Apt Elev 5550

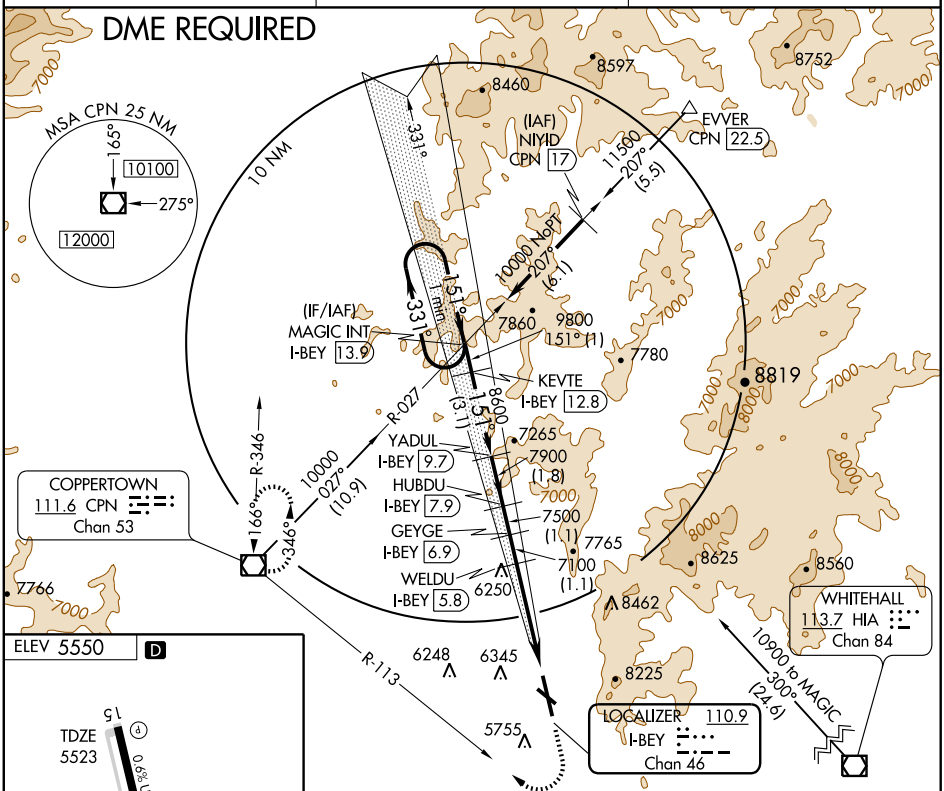
ILS Y RWY 15

BUTTE/ BERT MOONEY (BTM)

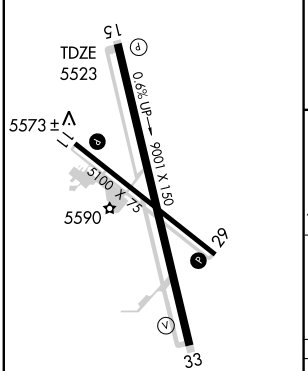
Circling NA northeast of Rwy 15-33.
When glideslope not used, use LOC/DME RWY 15 procedure.
Circling requires descent on glideslope to MDA.
Autopilot coupled approach NA.

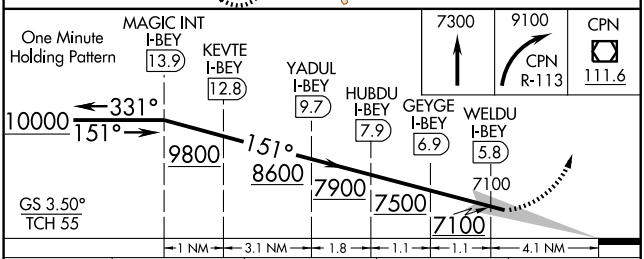
MISSED APPROACH: Climb to 7300 then climbing right turn to 9100 via CPN VOR/DME R-113 to CPN VOR/DME and hold.

ASOS	SALT LAKE CENTER	UNICOM
135.175	132.4 338.3	123.0 (CTAF) L



ELEV 5550 D





CATEGORY	A	B	C	D
S-ILS 15	6711-4 1188 (1200-4)			NA
CIRCLING	6720-4 1170 (1200-4)			NA

REIL Rwys 11, 15 and 29 L
MIRL Rwys 11-29 and 15-33 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

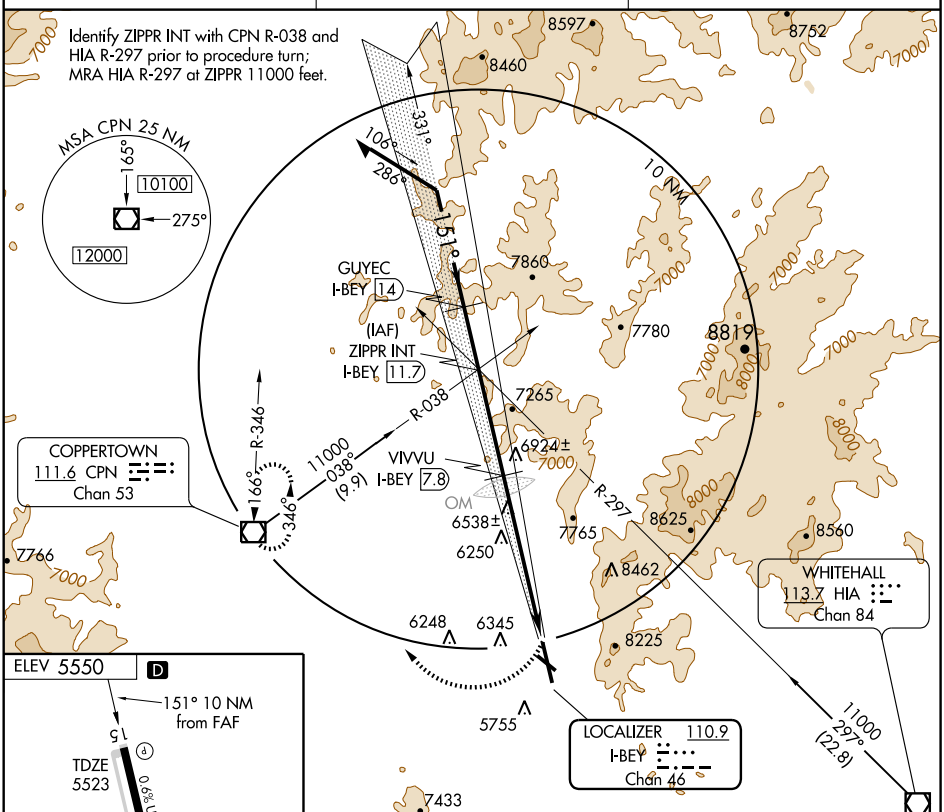
LOC/DME I-BEY 110.9 Chan 46	APP CRS 151°	Rwy ldg 9001 TDZE 5523 Apt Elev 5550

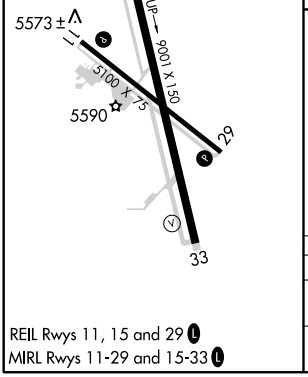
LOC/DME RWY 15
BUTTE/ BERT MOONEY (BTM)

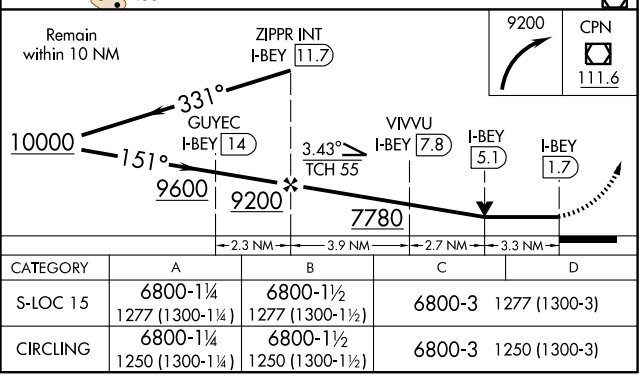
Circling not authorized NE of Rwy 15-33.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 9200 direct CPN VOR/DME and hold.

ASOS	SALT LAKE CENTER	UNICOM
135.175	132.4 338.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-LOC 15	6800-1¼ 1277 (1300-1¼)	6800-1½ 1277 (1300-1½)	6800-3 1277 (1300-3)	
CIRCLING	6800-1¼ 1250 (1300-1¼)	6800-1½ 1250 (1300-1½)	6800-3 1250 (1300-3)	

REIL Rwys 11, 15 and 29 L
MIRL Rwys 11-29 and 15-33 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	9001
136°	TDZE	5523
	Apt Elev	5550

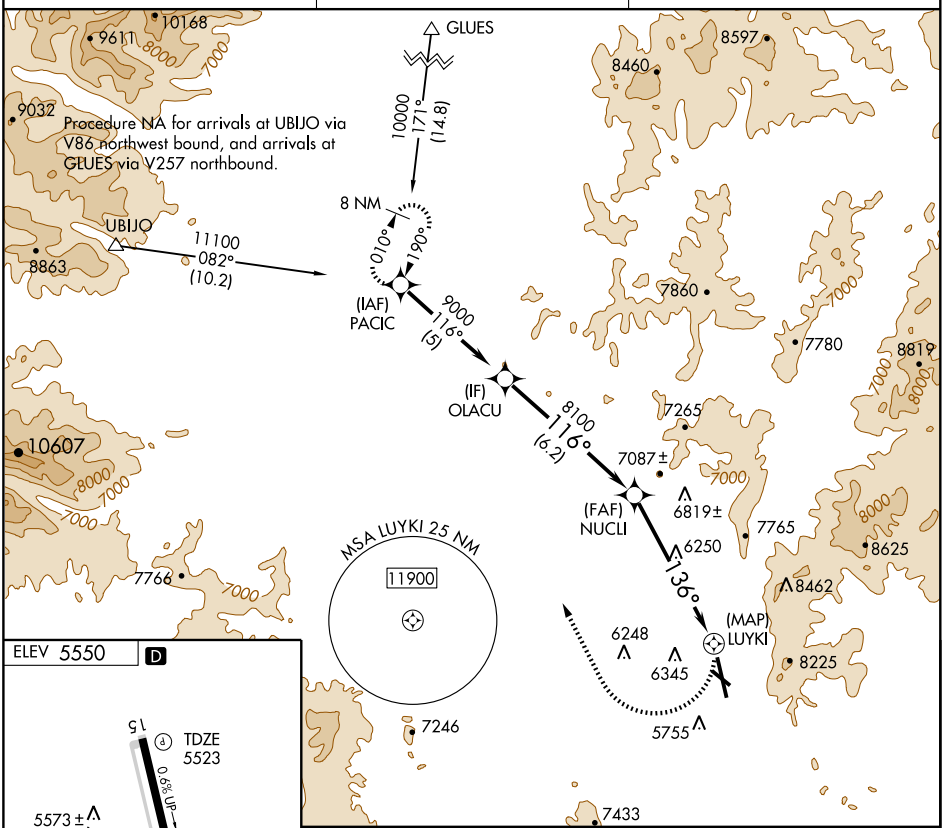
RNAV (GPS) Y RWY 15

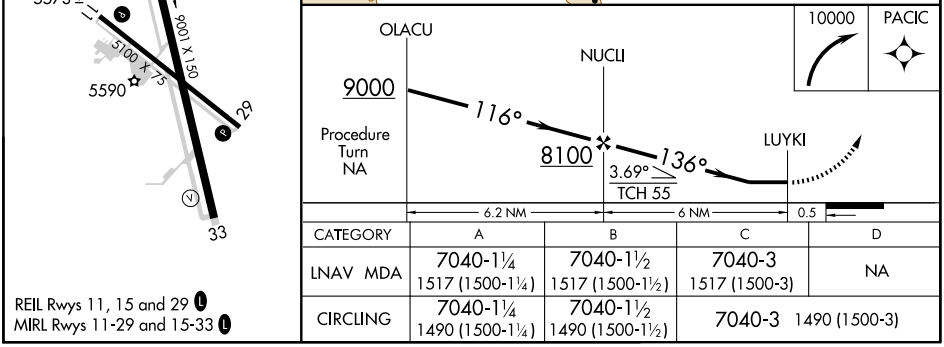
BUTTE/BERT MOONEY (BTM)

DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, procedure NA.
Circling NA northeast of Rwy 15-33.

MISSED APPROACH: Climbing right turn to 10000 direct PACIC and hold.

ASOS	SALT LAKE CENTER	UNICOM
135.175	132.4 338.3	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	7040-1¼ 1517 (1500-1¼)	7040-1½ 1517 (1500-1½)	7040-3 1517 (1500-3)	NA
CIRCLING	7040-1¼ 1490 (1500-1¼)	7040-1½ 1490 (1500-1½)	7040-3 1490 (1500-3)	

REIL Rwys 11, 15 and 29 L
MIRL Rwys 11-29 and 15-33 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

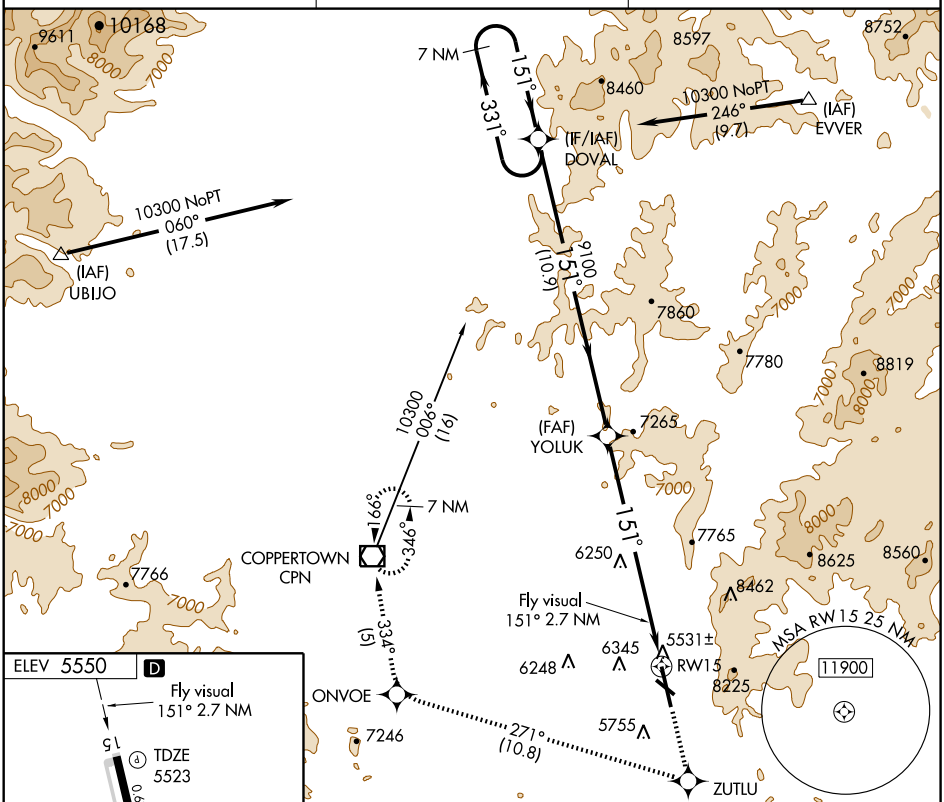
WAAS CH 50599 W15A	APP CRS 151°	Rwy ldg 9001 TDZE 5523 Apt Elev 5550

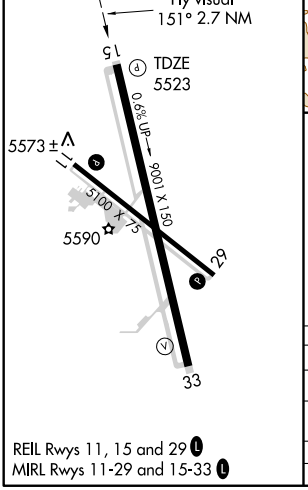
RNAV (GPS) Z RWY 15
BUTTE/BERT MOONEY (BTM)

DME/DME RNP- 0.3 NA.
If local altimeter setting not received, procedure NA.

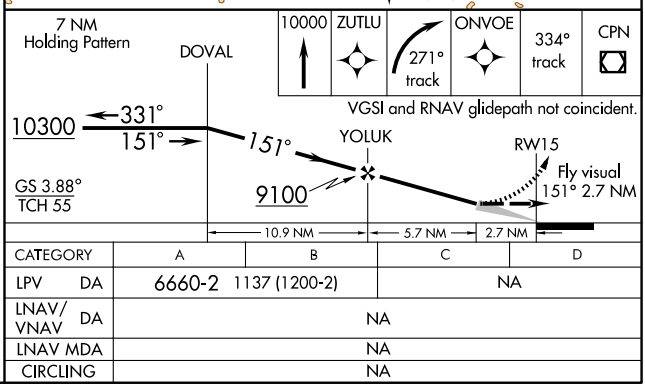
MISSED APPROACH: Climb to 10000 direct ZUTLU and right turn via 271° track to ONVOE and via 334° track to CPN VOR/DME and hold, continue climb-in-hold to 10000.

ASOS	SALT LAKE CENTER	UNICOM
135.175	132.4 338.3	123.0 (CTAF) L





REIL Rwys 11, 15 and 29 L
MIRL Rwys 11-29 and 15-33 L



CATEGORY		A	B	C	D
LPV	DA	6660-2	1137 (1200-2)	NA	
LNAV/VNAV	DA	NA			
LNAV MDA		NA			
CIRCLING		NA			

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME HIA	APP CRS	Rwy ldg	N/A
113.7	272°	TDZE	N/A
Chan 84		Apt Elev	5545

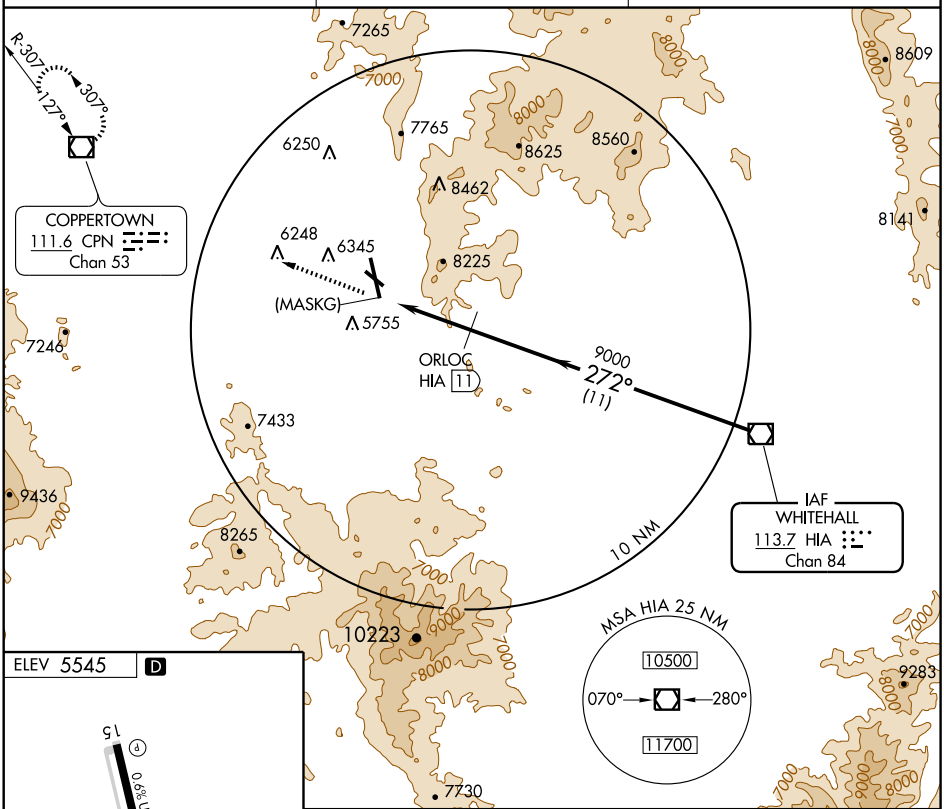
VOR/DME or GPS-A

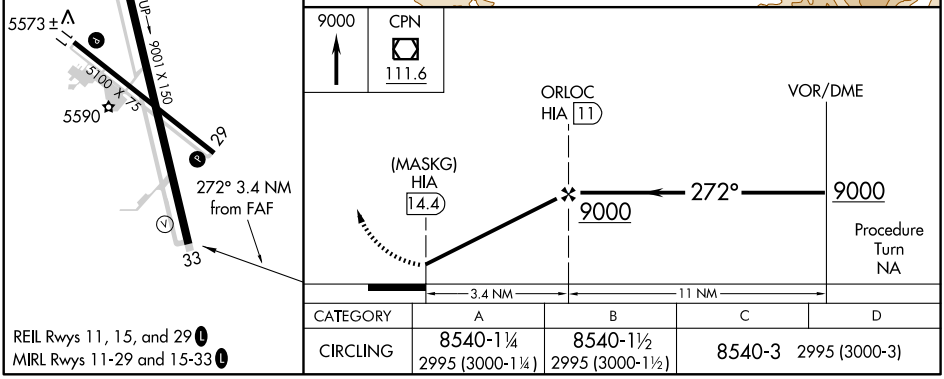
BUTTE/ BERT MOONEY (BTM)

Circling NA northeast of Rwy 15-33.

MISSED APPROACH: Climb to 9000 direct CPN VOR/DME and hold.

ASOS	SALT LAKE CENTER	UNICOM
135.175	132.4 338.3	123.0 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	8540-1¼ 2995 (3000-1¼)	8540-1½ 2995 (3000-1½)	8540-3 2995 (3000-3)	

REIL Rwys 11, 15, and 29 L
MIRL Rwys 11-29 and 15-33 L

NW-1, 23 SEP 2010 to 21 OCT 2010

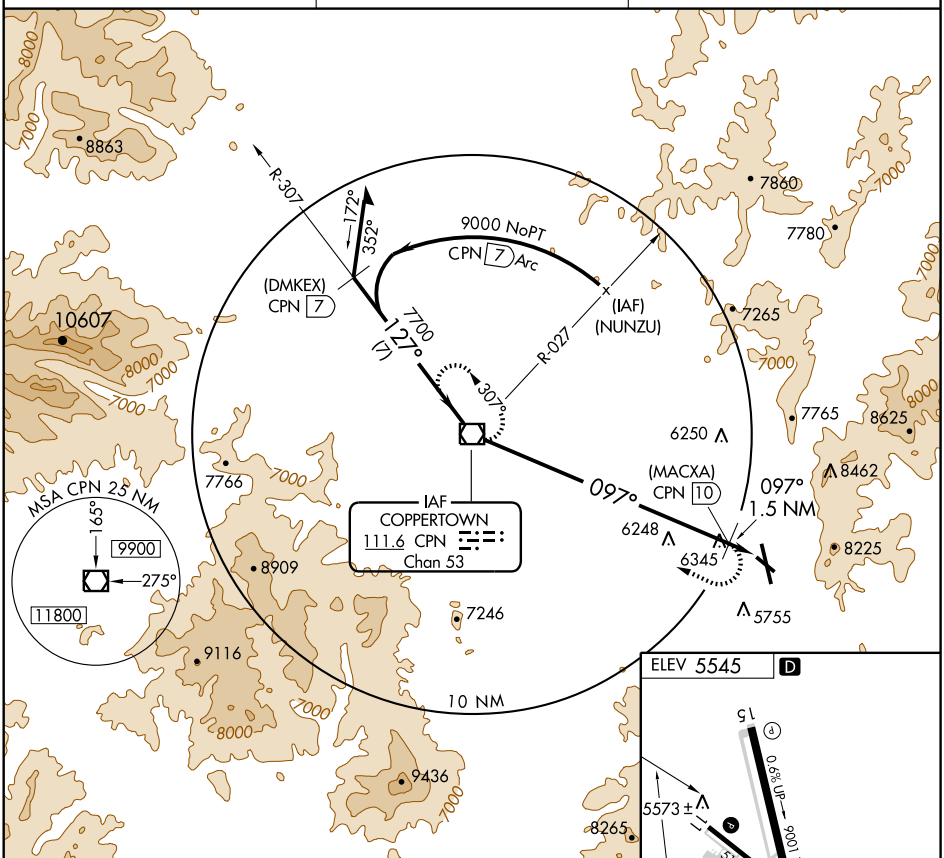
VOR/DME CPN	APP CRS	Rwy ldg	N/A
111.6	097°	TDZE	N/A
Chan 53		Apt Elev	5545

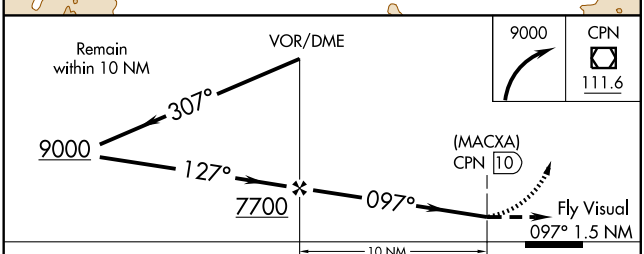
VOR or GPS-B
BUTTE/BERT MOONEY (BTM)

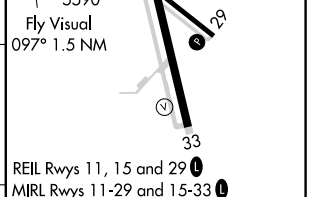
Circling not authorized NE of Rwy 15-33.

MISSED APPROACH: Climbing right turn to 9000 direct CPN VOR/DME and hold.

ASOS	SALT LAKE CENTER	UNICOM
135.175	132.4 338.3	123.0 (CTAF) L







REIL Rwys 11, 15 and 29 L
MIRL Rwys 11-29 and 15-33 L

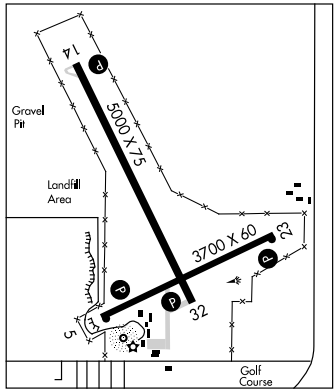
CATEGORY	A	B	C	D
CIRCLING	6900-1½ 1355 (1400-1½)		6900-3 1355 (1400-3)	

FAF to MAP 10 NM					
Knots	60	90	120	150	180
Min:Sec	10:00	6:40	5:00	4:00	3:20

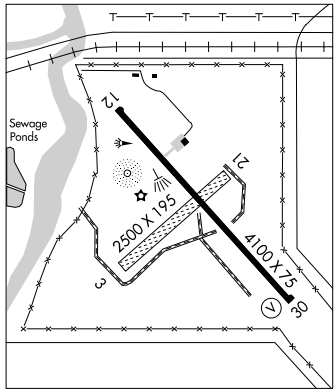
NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

CHOTEAU (CII) 1 NE UTC−7(−6DT) N47°49.70′ W112°10.10′ **GREAT FALLS**
3947 B **FUEL** 100LL, JET A NOTAM FILE GTF **H–1D, L–13C**
RWY 14–32: H5000X75 (ASPH) S–16 MIRL **IAP**
RWY 14: PAPI(P2L)—GA 3.0° TCH 23′.
RWY 32: PAPI(P2L)—GA 3.0° TCH 25. Tree.
RWY 05–23: H3700X60 (ASPH) S–12.5 MIRL
RWY 05: PAPI(P2L)—GA 3.0° TCH 25′.
RWY 23: PAPI(P2L)—GA 3.0° TCH 23. Road.
AIRPORT REMARKS: Attended Mon–Fri 1500–0100Z‡. ACTIVATE MIRL Rwy 05–23 and Rwy 14–32, PAPI Rwy 05 and Rwy 23 and Rwy 14 and Rwy 32—122.8.
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 133.4
RADIO AIDS TO NAVIGATION: NOTAM FILE GTF.
GREAT FALLS (H) VORTACW 115.1 GTF Chan 98 N47°27.00′ W111°24.73′ 291° 38.2 NM to fld. 3672/16E.
NDB (MHW) 269 CII N47°49.35′ W112°10.26′ at fld.



CIRCLE TOWN CO (4U6) 1 E UTC−7(−6DT) N47°25.12′ W105°33.72′ **BILLINGS**
2426 B S4 **FUEL** 100LL NOTAM FILE GTF **L–13E**
RWY 12–30: H4100X75 (ASPH–PFC) S–25 MIRL
RWY 12: Railroad. **RWY 30:** VASI(V2L)—GA 3.0° TCH 20′.
RWY 03–21: 2500X195 (TURF)
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Rwy 03–21 CLOSED winter months. Rwy 03–21 unusable in wet weather. Rwy 03–21 thld marked with red cones. Rwy 03–21 is rough, with long grass. ACTIVATE MIRL Rwy 12–30—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.
MILES CITY (H) VORW/DME 112.1 MLS Chan 58 N46°22.93′ W105°57.21′ 359° 64.3 NM to fld. 2640/15E.
NDB (HW) 245 CRR N47°25.10′ W105°33.53′ at fld. NOTAM FILE GTF. VFR only.



CLINTON

ROCK CREEK (RCØ) 3 SE UTC−7(−6DT) N46°43.63′ W113°39.46′ **GREAT FALLS**
3547 NOTAM FILE GTF
RWY 07–25: 4100X75 (TURF)
RWY 07: Hill. Rgt tfc. **RWY 25:** Pole. Rgt tfc.
AIRPORT REMARKS: Unattended. Gopher holes full rwy length. Snow removal irregular. Trees and terrain in transition sfc both sides of rwy.
COMMUNICATIONS: CTAF 122.9

NDB CII	APP CRS	Rwy ldg	3700
269	226°	TDZE	3940
		Apt Elev	3949

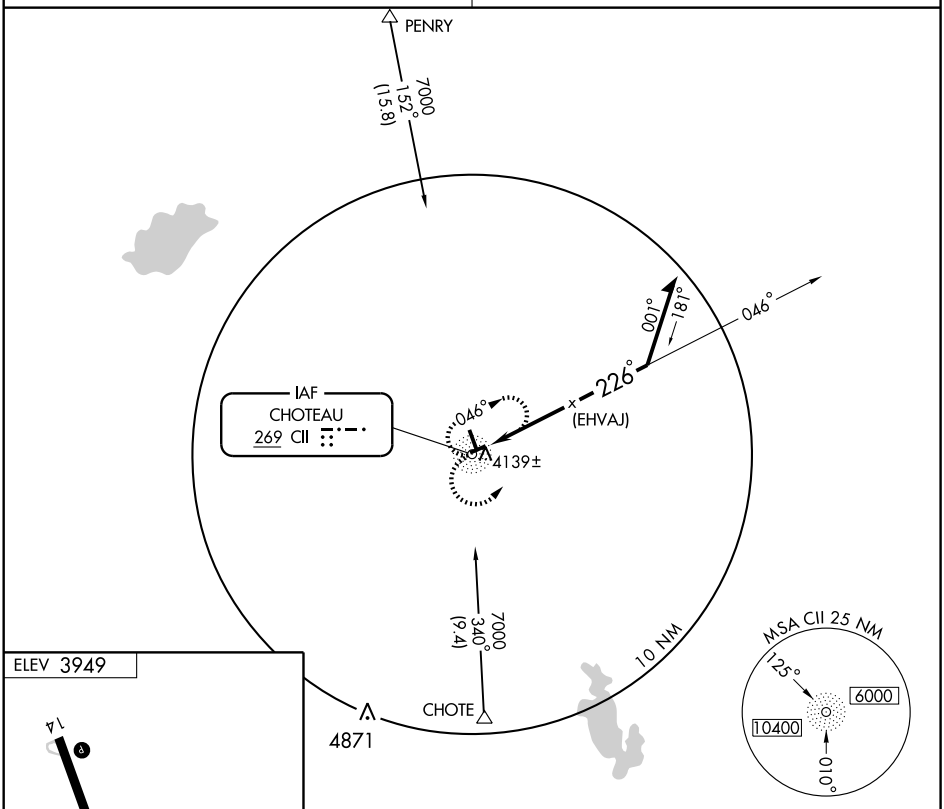
NDB or GPS RWY 23
CHOTEAU (CII)

NA

Use Great Falls altimeter setting.

MISSED APPROACH: Climbing left turn to 6000 direct CII NDB and hold.

SALT LAKE CITY CENTER	UNICOM
133.4 285.4	122.8 (CTAF) L



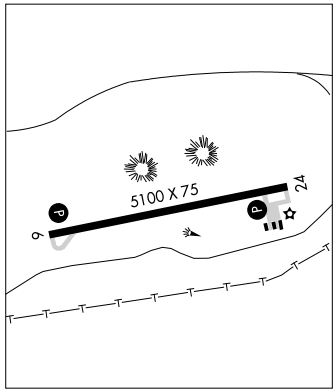
CATEGORY	A	B	C	D
S-23	4720-1 780 (800-1)	4720-1¼ 780 (800-1¼)	4720-2¼ 780 (800-2¼)	NA
CIRCLING	4720-1 775 (800-1)	4720-1¼ 775 (800-1¼)	4720-2¼ 775 (800-2¼)	NA

MIRL Rwy 5-23 and 14-32 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

COLSTRIP (M46) 3 SW UTC−7(−6DT) N45°51.17′ W106°42.56′ **BILLINGS**
3426 B NOTAM FILE GTF **H–1E, 2G, L–13D**
RWY 06–24: H5100X75 (ASPH) S–12.5 MIRL 0.9% up SW **IAP**
RWY 06: PAPI(P2L)—GA 3.0° TCH 23′. Hill.
RWY 24: PAPI(P2L)—GA 3.0° TCH 23′.
AIRPORT REMARKS: Attended on call. Deer on airport. MIRL Rwy 06–24 and PAPI Rwy 06 and Rwy 24 preset low ints dusk–0600Z‡, after 0600Z‡ ACTIVATE—CTAF. Phone available on arpt.
COMMUNICATIONS: CTAF 122.9
SALT LAKE CENTER APP/DEP CON 127.75.
RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.
MILES CITY (H) VORW/DME 112.1 MLS Chan 58 N46°22.93′ W105°57.21′ 210° 44.8 NM to fld. 2640/15E.



COLUMBUS

WOLTERMAN MEM (6S3) 0 SE UTC−7(−6DT) N45°37.83′ W109°14.36′ **GREAT FALLS**
3575 B S4 **FUEL** 100LL NOTAM FILE GTF **L–13D**
RWY 10–28: H3814X75 (ASPH) S–12.5 MIRL
RWY 10: Bldg. **RWY 28:** PAPI(P2R)—GA 3.0° TCH 27′. Brush.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. ACTIVATE MIRL Rwy 10–28 and PAPI Rwy 28—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE BIL.
BILLINGS (H) VORTACW 114.5 BIL Chan 92 N45°48.51′ W108°37.48′ 234° 28.0 NM to fld. 3808/14E.

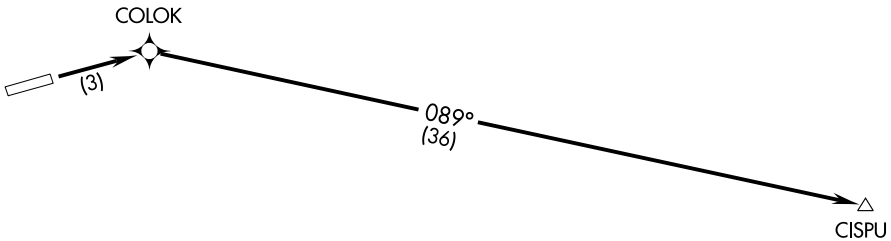
CONDON USFS (SØ4) 1 NW UTC−7(−6DT) N47°32.33′ W113°43.22′ **GREAT FALLS**
3686 NOTAM FILE GTF
RWY 13–31: 2575X135 (TURF)
RWY 13: Trees. **RWY 31:** Trees.
AIRPORT REMARKS: Unattended. No snow removal. Rwy 13–31 measured from Rwy 31 marked thld to end of Rwy 13 maintained area. Rwy 31 thld marked with white cement. Trees in all transitional surfaces.
COMMUNICATIONS: CTAF 122.9

CONNER

WEST FORK LODGE (4U7) 5 SW UTC−7(−6DT) N45°51.15′ W114°13.18′ **GREAT FALLS**
4247 **FUEL** 100LL NOTAM FILE GTF
RWY 02–20: 2600X65 (GRVL–TURF)
RWY 02: Tree. **RWY 20:** Road.
AIRPORT REMARKS: Attended continuously. Rwy 02–20 plowed winter months. Livestock, birds and wildlife on and invof arpt. Recommended for experienced pilots only, steep terrain surrounding airport. Recommended takeoff Rwy 20 when conditions allow.
COMMUNICATIONS: CTAF 122.9

CISPU ONE DEPARTURE (RNAV) (OBSTACLE)

SALT LAKE CENTER
127.75 351.9



TAKE-OFF MINIMUMS

Rwy 6: Standard.
Rwy 24: NA - ATC.

TAKE-OFF OBSTACLE NOTES

Rwy 6: Tree 1492′ from DER, 620′ right of centerline, 20′ AGL/3499′ MSL.
Tree 507′ from DER, 598′ left of centerline, 20′ AGL/3419′ MSL.

NOTE: GPS required.

NOTE: RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

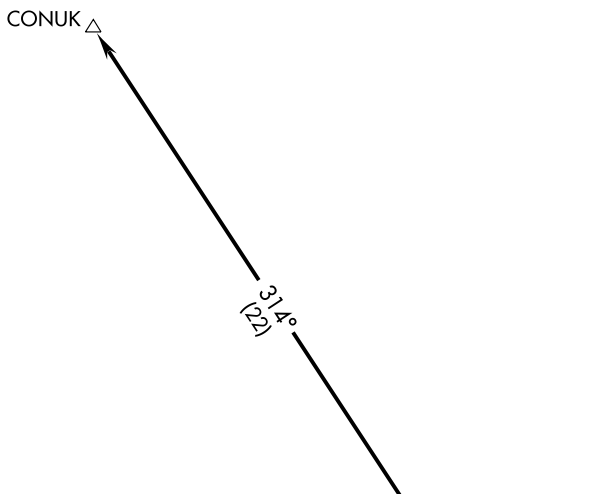
TAKE-OFF RUNWAY 6: Climb direct COLOK then via 089° track to CISPU, thence....

....Maintain 9000, expect filed altitude 10 minutes after departure.

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

CONUK ONE DEPARTURE (RNAV) (OBSTACLE)

SALT LAKE CENTER
127.75 351.9



TAKE-OFF MINIMUMS
Rwy 6: NA - ATC.
Rwy 24: 600-3 or standard with minimum climb of 365′ per NM to 4200.

TAKE-OFF OBSTACLE NOTE
Rwy 24: Dragline 11510′ from DER, 3559′ right of centerline, 225′ AGL/3964′ MSL.

NOTE: GPS required.
NOTE: RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 24: Climb direct SITOY then via 314° track to CONUK, thence....

....Maintain 6000, expect filed altitude 10 minutes after departure.

NW-1, 23 SEP 2010 to 21 OCT 2010

CONUK ONE DEPARTURE (RNAV) (OBSTACLE)
COLSTRIP, MONTANA
COLSTRIP (M46)
(CONUK1.CONUK) 08157

APP CRS	Rwy ldg	5100
061°	TDZE	3426
	Apt Elev	3426

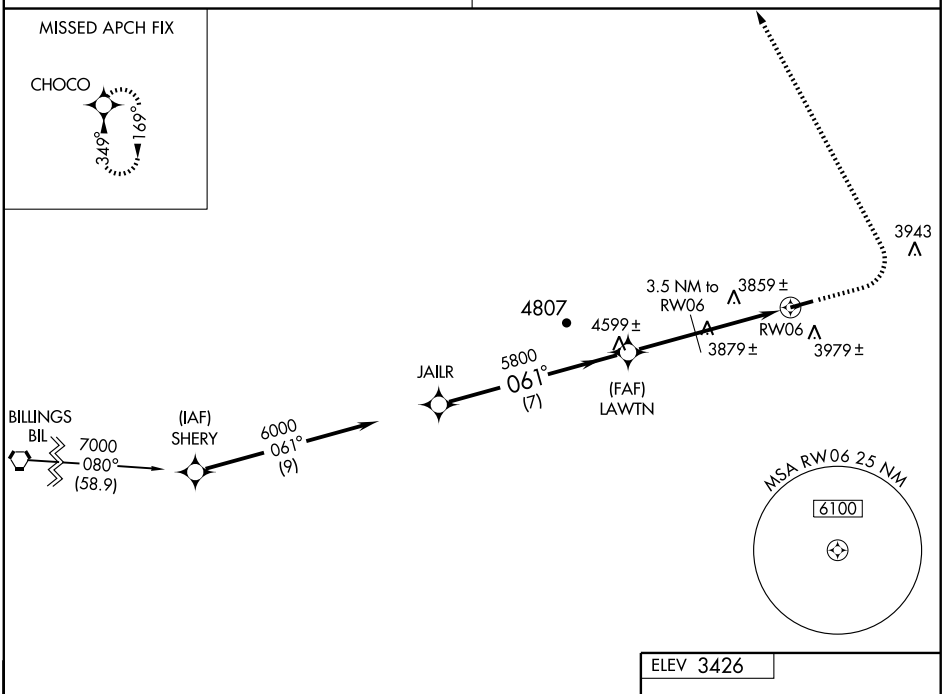
GPS RWY 6
COLSTRIP (M46)

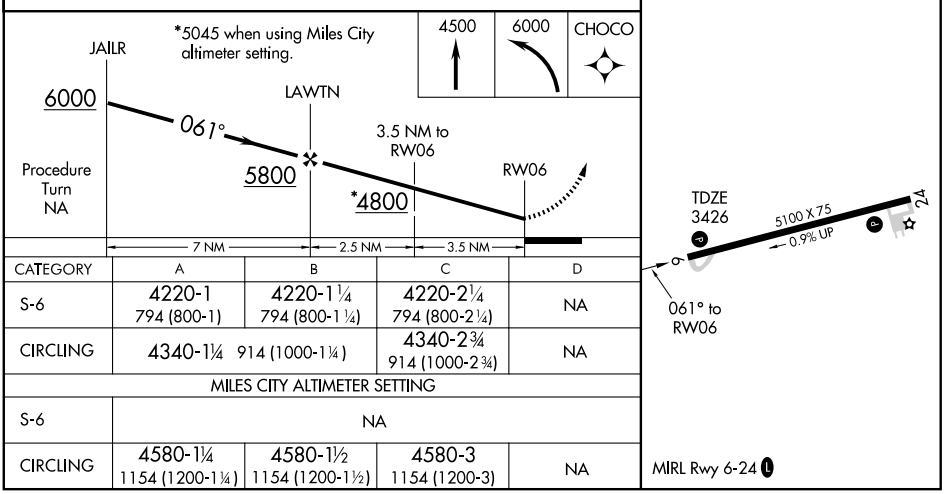
NA

When local altimeter not received use Miles City altimeter setting.

MISSED APPROACH: Climb to 4500 then climbing left turn to 6000 direct CHOCO WP and hold.

SALT LAKE CENTER	CTAF
127.75 351.9	122.9 L





CATEGORY	A	B	C	D
S-6	4220-1 794 (800-1)	4220-1¼ 794 (800-1¼)	4220-2¼ 794 (800-2¼)	NA
CIRCLING	4340-1¼ 914 (1000-1¼)		4340-2¾ 914 (1000-2¾)	NA
MILES CITY ALTIMETER SETTING				
S-6	NA			
CIRCLING	4580-1¼ 1154 (1200-1¼)	4580-1½ 1154 (1200-1½)	4580-3 1154 (1200-3)	NA

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	5100
242°	TDZE	3411
	Apt Elev	3426

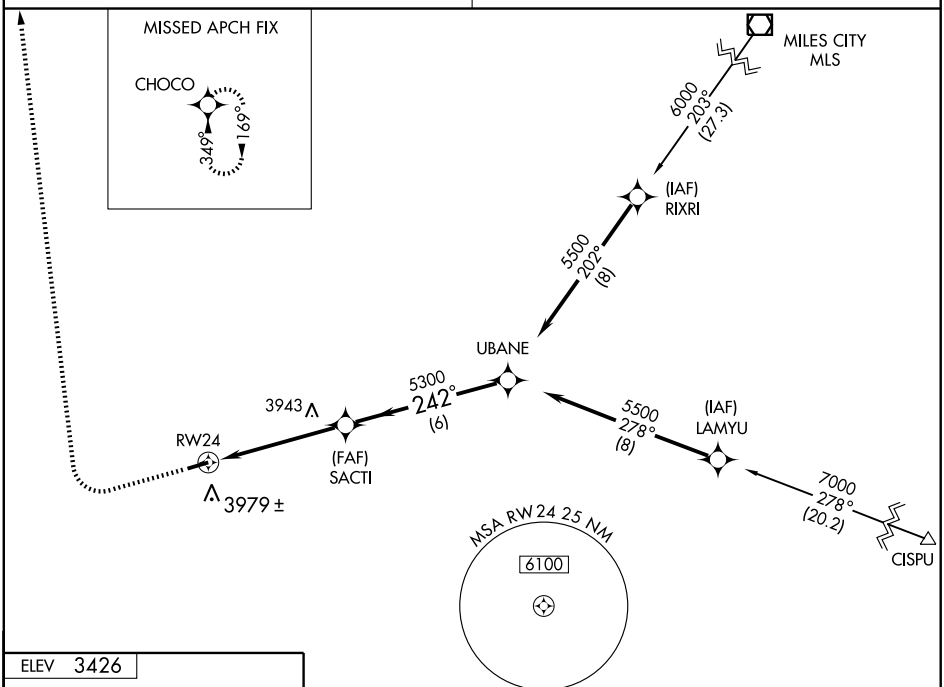
GPS RWY 24
COLSTRIP (M46)

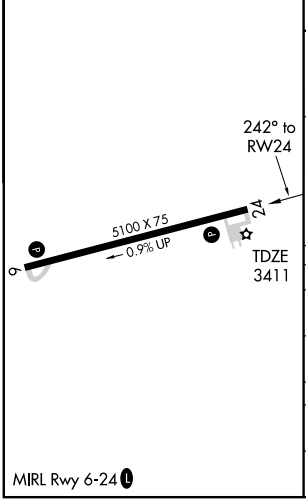
NA

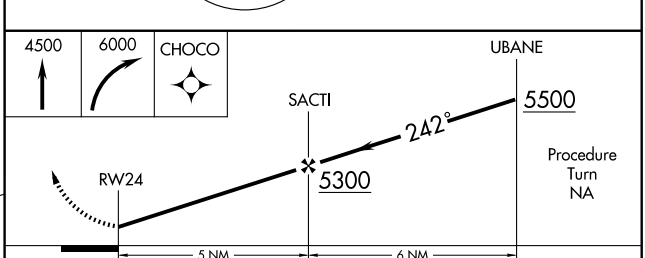
When local altimeter not received use Miles City altimeter setting.

MISSED APPROACH: Climb to 4500 then climbing right turn to 6000 direct CHOCO WP and hold.

SALT LAKE CENTER	CTAF
127.75 351.9	122.9 L





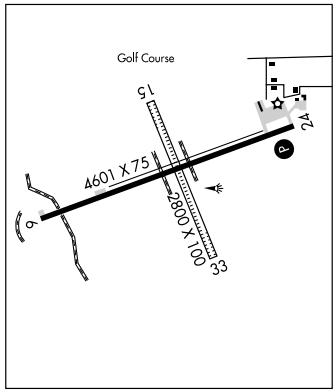


CATEGORY	A	B	C	D
S-24	4200-1 789 (800-1)	4200-1¼ 789 (800-1¼)	4200-2¼ 789 (800-2¼)	NA
CIRCLING	4340-1¼ 914 (1000-1¼)		4340-2¾ 914 (1000-2¾)	NA
MILES CITY ALTIMETER SETTING				
S-24	4440-1¼ 1029 (1100-1¼)	4440-1½ 1029 (1100-1½)	4440-2¾ 1029 (1100-2¾)	NA
CIRCLING	4580-1¼ 1154 (1200-1¼)	4580-1½ 1154 (1200-1½)	4580-3 1154 (1200-3)	NA

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

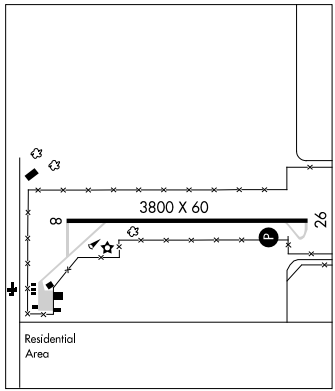
CONRAD (SØ1) 1 W UTC−7(−6DT) N48°10.12′ W111°58.59′ **GREAT FALLS**
3545 B S2 **FUEL** 100LL NOTAM FILE GTF **L–13C**
RWY 06–24: H4601X75 (ASPH) S–12.5 MIRL 0.4% up SW **IAP**
RWY 06: P–line.
RWY 24: REIL. PAPI(P2L)–GA 3.0° TCH 25′. Tree.
RWY 15–33: 2800X100 (TURF)
RWY 15: P–line. **RWY 33:** Road.
AIRPORT REMARKS: Attended May–Sep 1500–0300Z‡, Oct–Apr 1500–0100Z‡. For fuel call 406–271–4060. Intermittent snow removal be alert during winter months. Rwy 15–33 has tire ruts just north of pavement and large gopher holes. Rwy 15–33 marked with plastic cones full length. MIRL Rwy 06–24, PAPI and REIL Rwy 24 ops dusk–0500Z‡. Rwy 24 PAPI OTS indef. After 0500Z‡ ACTIVATE MIRL Rwy 06–24, PAPI and REIL Rwy 23—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
CUT BANK RCO 122.2 (GREAT FALLS RADIO)
SALT LAKE CENTER APP/DEP CON 133.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CTB.
CUT BANK (L) VORTACW 114.4 CTB Chan 91 N48°33.90′ W112°20.60′ 131° 28 NM to fld. 3780/17E.
NDB (MHW) 293 CRD N48°11.14′ W111°54.85′ 231° 2.7 NM to fld. NOTAM FILE GTF.



COPPERTOWN N46°01.92′ W112°44.85′ NOTAM FILE BTM. **GREAT FALLS**
(L) VORW/DME 111.6 CPN Chan 53 098° 11.4 NM to Bert Mooney. 5780/16E. **L–13C**
VOR unusable:
346°–100° byd 20 NM blo 15,000′
185°–200° byd 30 NM
157°–275° byd 22 NM blo 16,000′
218°–225° byd 30 NM
DME unusable:
346°–127° byd 22 NM blo 15,000′
157°–275° byd 22 NM blo 17,000′
185°–200° byd 30 NM
218°–225° byd 30 NM
RCO 122.65 (GREAT FALLS RADIO)

CULBERTSON

BIG SKY FLD (S85) 1 NE UTC−7(−6DT) N48°09.20′ W104°30.24′ **BILLINGS**
1953 B NOTAM FILE GTF **L–13E**
RWY 08–26: H3800X60 (ASPH) S–12.5 MIRL
RWY 26: PAPI(P2L)—GA 3.0° TCH 27′.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Svcs avbl 24 hrs 406–787–6680/0660. ACTIVATE MIRL Rwy 08–26 and PAPI Rwy 26—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.
WILLISTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21′ W103°45.04′ 247° 30.8 NM to fld. 2372/12E. **HIWAS.**



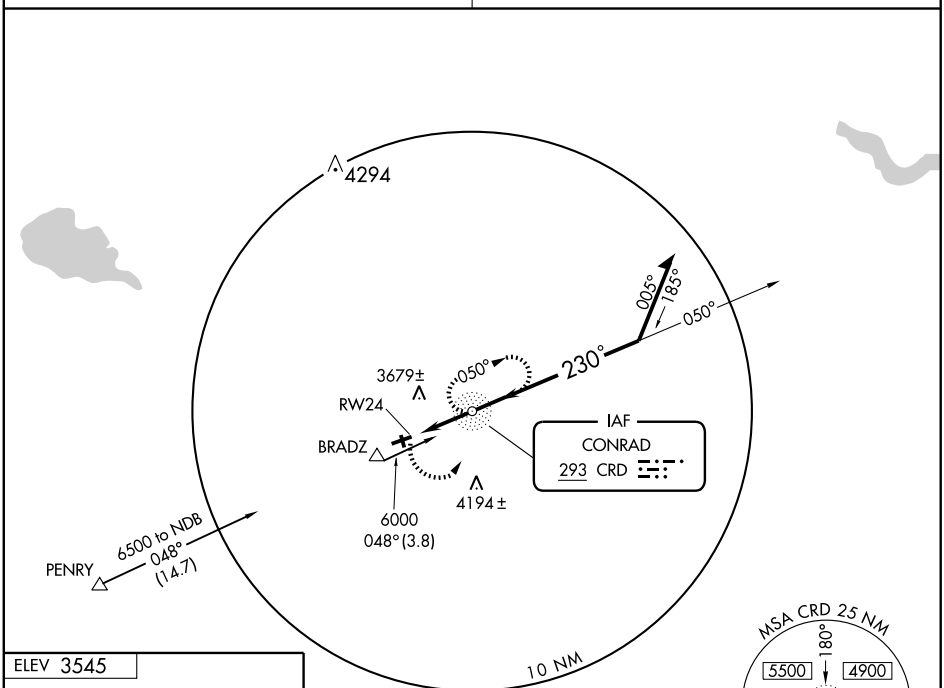
NDB CRD	APP CRS	Rwy ldg	4601
293	230°	TDZE	3535
		Apt Elev	3545

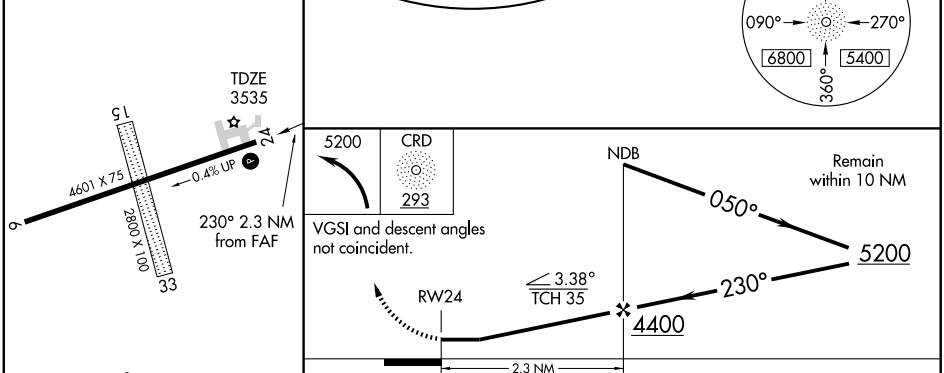
NDB or GPS RWY 24
CONRAD (SØ1)

NA Use Cut Bank altimeter setting; if not received, procedure not authorized.

MISSED APPROACH: Climbing left turn to 5200 direct CRD NDB and hold.

SALT LAKE CITY CENTER	UNICOM
133.4 285.4	122.8 (CTAF) L





MIRL Rwy 6-24 L
REIL Rwy 24 L

FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

CATEGORY	A	B	C	D
S-24	4260-1	725 (800-1)	4260-2 725 (800-2)	4260-2¼ 725 (800-2¼)
CIRCLING	4260-1	715 (800-1)	4340-2¼ 795 (800-2¼)	NA

NW-1, 23 SEP 2010 to 21 OCT 2010

CUT BANK MUNI (CTB) 3 SW UTC−7(−6DT) N48°36.50′ W112°22.57′

GREAT FALLS
H–1D, L–13C
IAP

3854 B S4 **FUEL** 100LL, JET A AOE NOTAM FILE CTB

RWY 13–31: H5300X75 (ASPH–PFC) S–12 MIRL 0.3% up NW

RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 43′.

RWY 05–23: H5299X75 (ASPH) S–12 MIRL 0.3% up SW

RWY 23: PAPI(P2L)—GA 3.0° TCH 40′

AIRPORT REMARKS: Attended 1530–0030Z‡. Fuel after hours call 406–873–8683. Agricultural acft ops from April–August. ACTIVATE MIRL Rwy 05–23 and Rwy 13–31, PAPI Rwy 23, REIL Rwy 31—CTAF. VASI Rwy 31 on 24 hours. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS 119.025 (406) 873–2939.

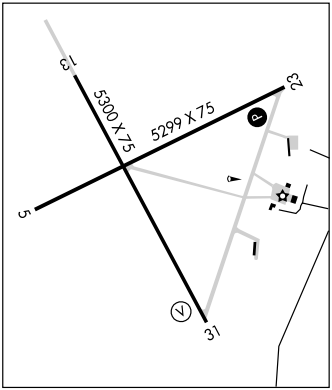
COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.2 (GREAT FALLS RADIO)

SALT LAKE CENTER APP/DEP CON 133.4

RADIO AIDS TO NAVIGATION: NOTAM FILE CTB.

(L) VORTACW 114.4 CTB Chan 91 N48°33.90′ W112°20.60′ 316° 2.9 NM to fld. 3780/17E.



DAWSON COMMUNITY (See GLENDIVE)

DEER LODGE–CITY–CO (38S) 2 W UTC−7(−6DT) N46°23.20′ W112°45.87′

GREAT FALLS
H–1D, L–13C

4693 B **FUEL** 100LL, JET A NOTAM FILE GTF

RWY 12–30: H5799X75 (ASPH) S–30, D–36 MIRL

RWY 12: PAPI(P2L)—GA 3.75° TCH 35′.

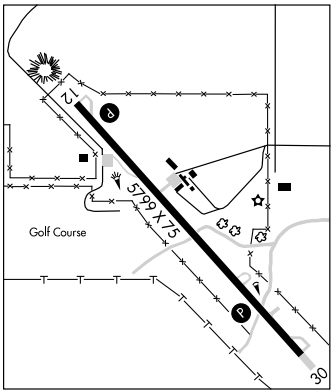
RWY 30: PAPI(P2L)—GA 3.0° TCH 24′.

AIRPORT REMARKS: Unattended. Phone on fld. ACTIVATE MIRL Rwy 12–30 and PAPI Rwy 12 and Rwy 30—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BTM.

COPPERTOWN (L) VORW/DME 111.6 CPN Chan 53 N46°01.92′ W112°44.85′ 342° 21.3 NM to fld. 5780/16E.



APP CRS	Rwy ldg	5300
315°	TDZE	3847
	Apt Elev	3854

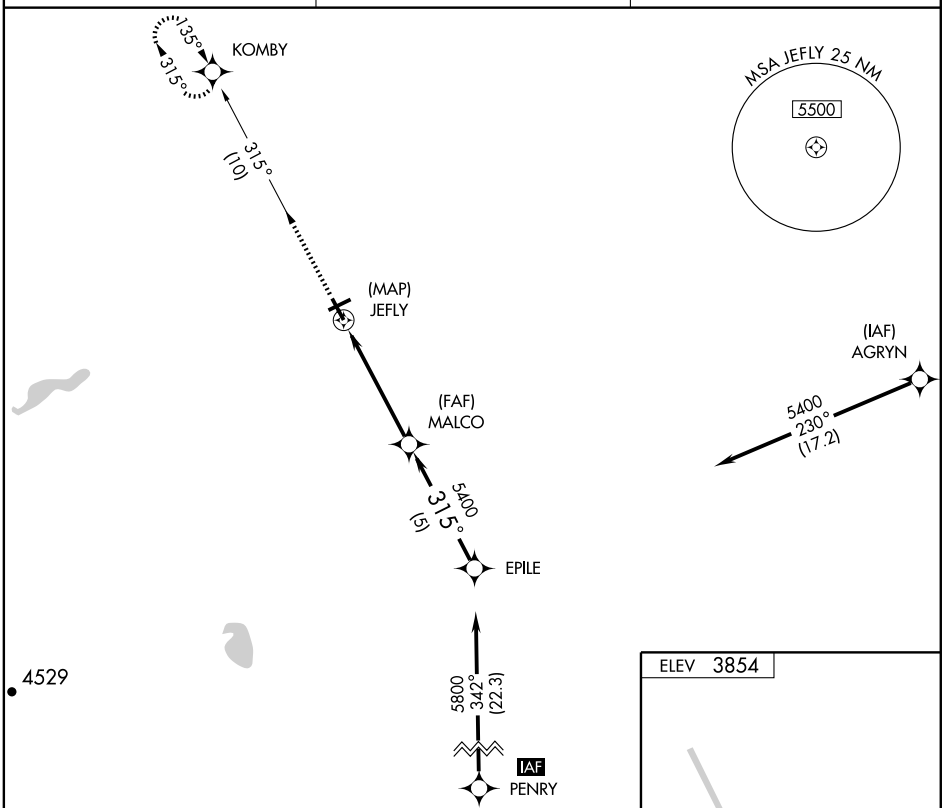
GPS RWY 31
CUT BANK MUNI (CTB)

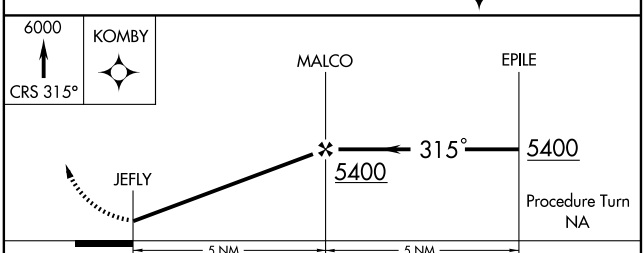
NA

IAF ARM APPROACH MODE PRIOR TO IAF.

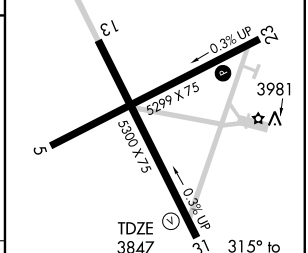
MISSED APPROACH: Climb to 6000 via 315° course to KOMBY WP and hold.

ASOS	SALT LAKE CITY CENTER	UNICOM
119.025	133.4 285.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-31	4220-1 373 (400-1)			4220-1¼ 373 (400-1¼)
CIRCLING	4220-1 366 (400-1)	4320-1 466 (500-1)	4320-1½ 466 (500-1½)	4420-2 566 (600-2)



REIL Rwy 31 L
MIRL Rwys 5-23 and 13-31 L

NW-1, 23 SEP 2010 to 21 OCT 2010

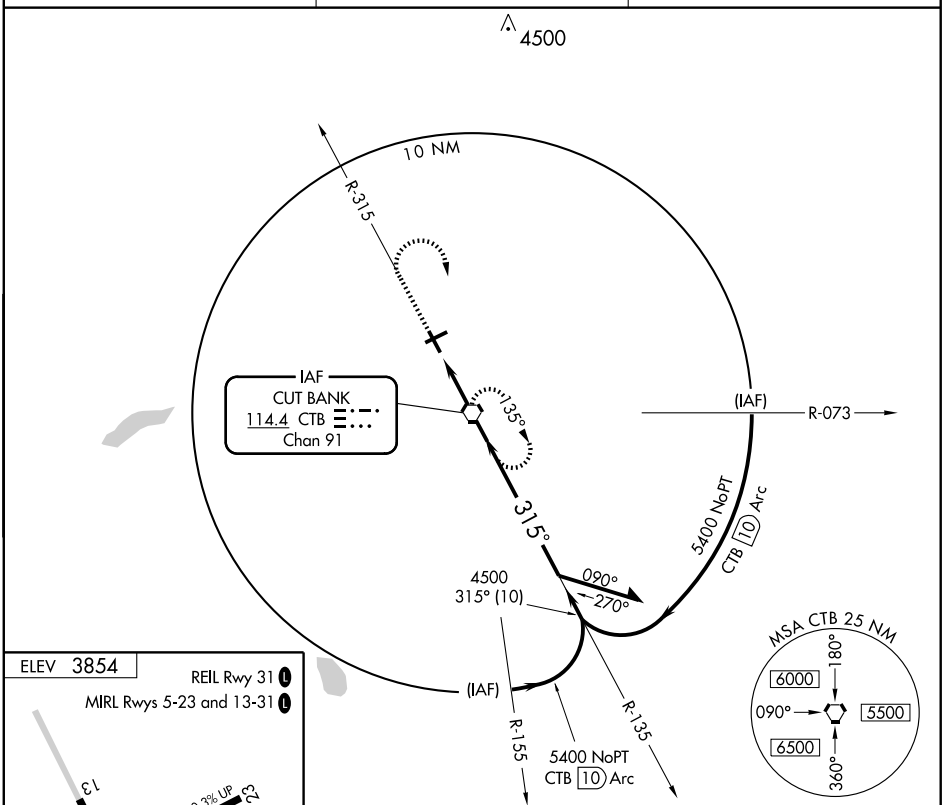
NW-1, 23 SEP 2010 to 21 OCT 2010

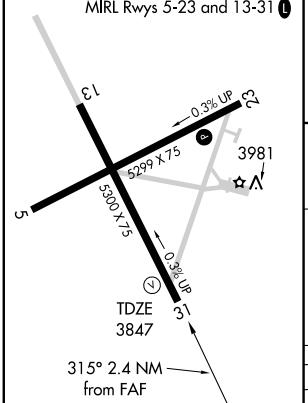
VORTAC CTB 114.4 Chan 91	APP CRS 315°	Rwy ldg 5300 TDZE 3847 Apt Elev 3854

VOR RWY 31
CUT BANK MUNI (CTB)

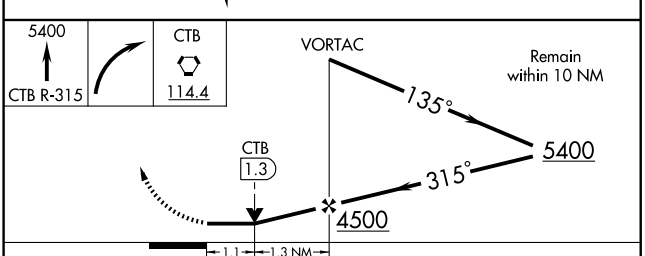
MISSED APPROACH: Climb to 5400 via CTB R-315 then right turn direct CTB VORTAC and hold.

ASOS	SALT LAKE CITY CENTER	UNICOM
119.025	133.4 285.4	122.8 (CTAF) L





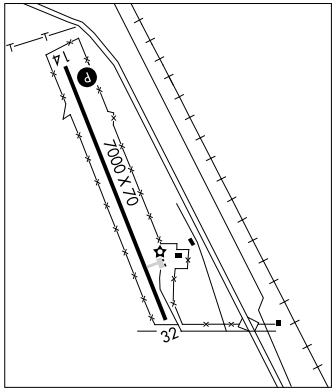
FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48



CATEGORY	A	B	C	D
S-31	4200-1 353 (400-1)			4200-1¼ 353 (400-1¼)
CIRCLING	4340-1 486 (500-1)		4340-1½ 486 (500-1½)	4420-2 566 (600-2)

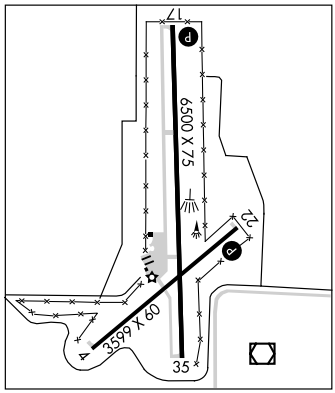
NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

DELL FLIGHT STRIP (4U9) 1 NW UTC−7(−6DT) N44°44.14′ W112°43.20′ **GREAT FALLS**
6007 B NOTAM FILE GTF **H–1D, L–13C**
RWY 14–32: H7000X70 (ASPH) MIRL
RWY 14: PAPI(P2L)—GA 3.5° TCH 30′. P–line. **RWY 32:** Road.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. Powerline marked with red globe. Snow removal irregular. Rwy marked with numbers only. ACTIVATE MIRL Rwy 14–32 and PAPI Rwy 14—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
DUBOIS (H) VORTACW 116.9 DBS Chan 116 N44°05.33′ W112°12.56′ 316° 44.6 NM to fld. 4915/15E.



DENTON (5UØ) 0 N UTC−7(−6DT) N47°19.25′ W109°56.51′ **GREAT FALLS**
3592 NOTAM FILE GTF
RWY 09–27: 2550X180 (TURF)
RWY 09: Fence. **RWY 27:** Road.
AIRPORT REMARKS: Unattended. Migratory bird flocks around sewage lagoons N of Rwy 27 thld. Rwy 09–27 multiple gopher holes and large badger holes in rwy, especially eastern 900′ of rwy. Rwy 09–27 numerous gopher holes in rwy surface. Only center 50′ of rwy is mowed. Rwy 09–27 has +3′ wooden boundary markers located at each rwy end.
COMMUNICATIONS: CTAF 122.9

DILLON (DLN) 4 NE UTC−7(−6DT) N45°15.32′ W112°33.15′ **GREAT FALLS**
5241 B S4 **FUEL** 100LL, JET A NOTAM FILE DLN **H–1D, L–13C**
RWY 17–35: H6500X75 (ASPH) S–60, D–75 MIRL 1.3% up S **IAP**
RWY 17: PAPI(P2L)—GA 3.0° TCH 34′. **RWY 35:** Road.
RWY 04–22: H3599X60 (ASPH) S–30, D–50 MIRL
RWY 04: Road.
RWY 22: PAPI(P2L)—GA 3.0° TCH 27′. Road.
AIRPORT REMARKS: Attended 1500–0000Z‡. For arpt attendant after hrs call 406–660–0734. Rwy visibility blocked by hangers/buildings on Rwy 17, confirm presence of other acft prior to tkf. All departures prohibited on Rwy 04 due to rwy visibility blocked by hangers/buildings. ACTIVATE MIRL Rwy 17–35 and Rwy 04–22; PAPI Rwy 17 and Rwy 22—CTAF.
WEATHER DATA SOURCES: ASOS 135.225 (406) 683–5470.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.15 (GREAT FALLS RADIO)
Ⓡ **SALT LAKE CENTER APP/DEP CON** 132.4
RADIO AIDS TO NAVIGATION: NOTAM FILE DLN.
(H) VORW/DME 113.0 DLN Chan 77 N45°14.91′ W112°32.83′ at fld. 5260/18E.
DME portion unusable:
045°–090° byd 30 NM blo 11,700′
090°–140° byd 30 NM blo 12,600′
140°–180° byd 30 NM blo 11,500′
275°–290° byd 30 NM blo 12,500′



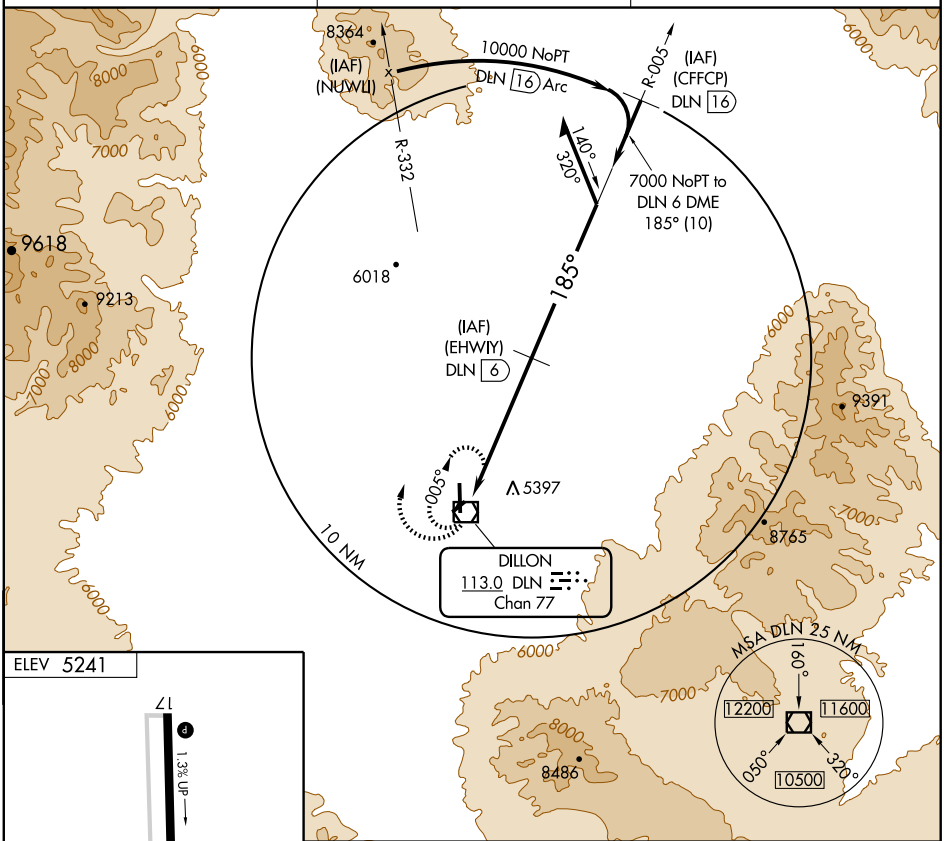
VOR/DME DLN 113.0 Chan 77	APP CRS 185°	Rwy ldg N/A TDZE N/A Apt Elev 5241

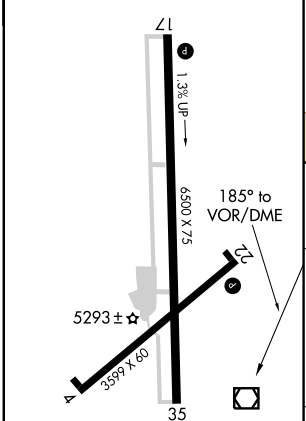
VOR/DME or GPS-B
DILLON (DLN)

Procedure not authorized when Dillon altimeter setting not available.

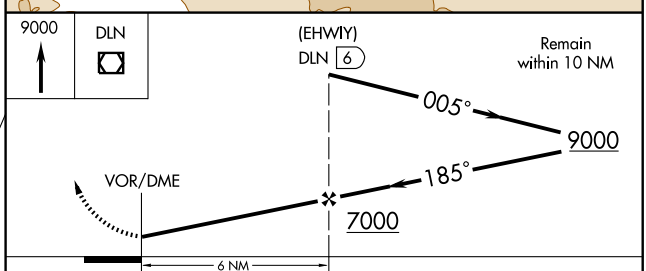
MISSED APPROACH: Climb to 9000 in DLN VOR/DME holding pattern.

ASOS	SALT LAKE CENTER	UNICOM
135.225	132.4 338.3	122.8 (CTAF) L





MIRL Rwys 17-35 and 4-22 L



CATEGORY	A	B	C	D
CIRCLING	5720-1 482 (500-1)	5740-1 502 (600-1)	5760-1½ 522 (600-1½)	5840-2 602 (700-2)

NW-1, 23 SEP 2010 to 21 OCT 2010

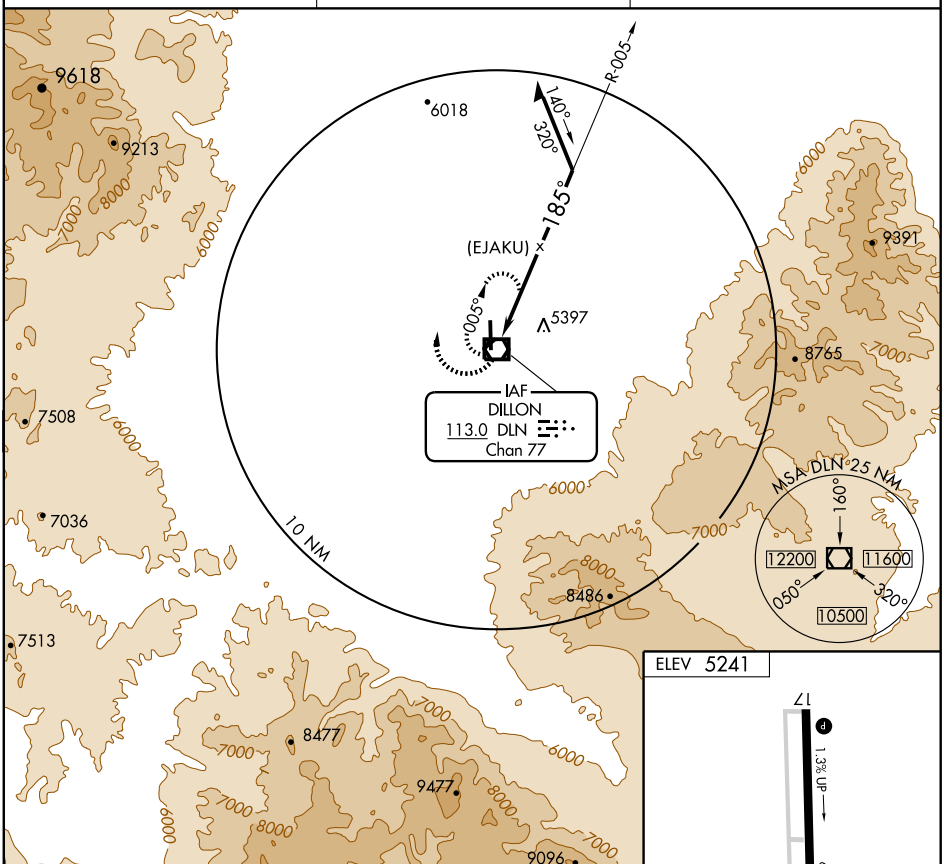
VOR/DME DLN 113.0 Chan 77	APP CRS 185°	Rwy ldg N/A TDZE N/A Apt Elev 5241

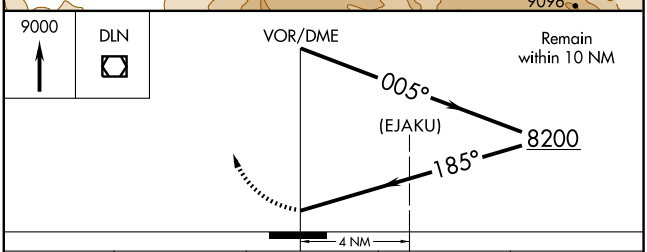
VOR or GPS-A
DILLON (DLN)

Procedure not authorized when Dillon altimeter setting not available.

MISSED APPROACH: Climb to 9000 in DLN VOR/DME holding pattern.

ASOS	SALT LAKE CENTER	UNICOM
135.225	132.4 338.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	6700-1¼ 1462 (1500-1¼)	6700-1½ 1462 (1500-1½)	6700-3 1462 (1500-3)	

NW-1, 23 SEP 2010 to 21 OCT 2010

FORSYTH

TILLITT FLD (1S3) 3 E UTC−7(−6DT) N46°16.27′ W106°37.43′

BILLINGS
L–13D
IAP

2727 B S4 **FUEL** 100LL NOTAM FILE GTF

RWY 08–26: H4799X75 (ASPH–PFC) S–12, D–16 MIRL

RWY 08: PAPI(P2L)—GA 3.0° TCH 29′. Trees.

RWY 26: PAPI(P2L)—GA 3.0° TCH 29′. Road.

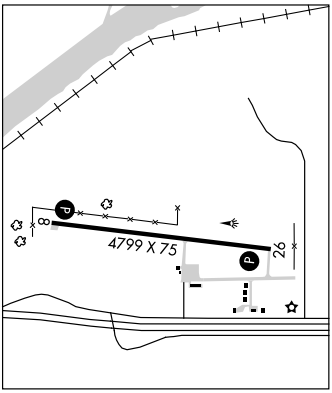
AIRPORT REMARKS: Attended irregularly. Rwy 26 PAPI OTS indef. MIRL Rwy 08–26 operates dusk–0500Z‡, after 0500Z‡ ACTIVATE—CTAF. ACTIVATE PAPI Rwy 08 and Rwy 26—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.

MILES CITY (H) VORW/DME 112.1 MLS Chan 58 N46°22.93′ W105°57.21′ 242° 28.7 NM to fld. 2640/15E.

FORSYTH NDB (MHW) 236 FOR N46°16.17′ W106°31.05′ 257° 4.4 NM to fld. NOTAM FILE GTF.



FORT BELKNAP AGENCY (See HARLEM)

FORT BENTON (79S) 1 NE UTC−7(−6DT) N47°50.71′ W110°38.19′

GREAT FALLS
L–13C
IAP

2869 B S4 **FUEL** 100LL NOTAM FILE GTF

RWY 05–23: H4300X75 (ASPH) S–12.5 MIRL

RWY 05: PAPI(P2L)—GA 3.0° TCH 40′ P–line.

RWY 23: PAPI(P2L) GA 3.0° TCH 40′.

RWY 14–32: 1700X75 (DIRT)

RWY 14: P–line.

AIRPORT REMARKS: Unattended. Call in advance for fuel 406–622–3221/5249/3489. For svcs call 406–622–3489. ACTIVATE MIRL Rwy 05–23 and PAPI Rwy 05 and Rwy 23—CTAF.

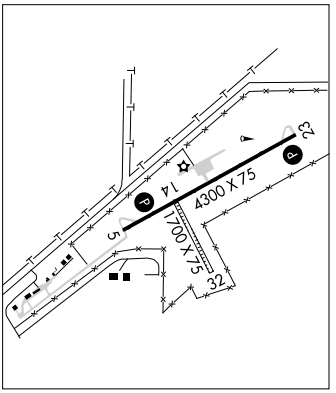
WEATHER DATA SOURCES: AWOS–A 122.8 (406) 622–5976. Plus visibility.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **SALT LAKE CENTER APP/DEP CON** 133.4

RADIO AIDS TO NAVIGATION: NOTAM FILE GTF.

GREAT FALLS (H) VORTACW 115.1 GTF Chan 98 N47°27.00′ W111°24.73′ 037° 39.4 NM to fld. 3672/16E.



FORT PECK (37S) 1 W UTC−7(−6DT) N48°00.30′ W106°28.93′

BILLINGS

2290 **FUEL** 100LL NOTAM FILE GTF

RWY 12–30: 4100X125 (TURF)

RWY 12: Thld dsplcd 1300′.

RWY 05–23: 2700X100 (TURF)

RWY 05: P–line. **RWY 23:** P–line.

AIRPORT REMARKS: Unattended. For fuel call 406–228–2433 or 406–228-4848. Ultralights on and invof arpt.

COMMUNICATIONS: CTAF 122.9

APP CRS		
263°	Rwy ldg	4799
	TDZE	2726
	Apt Elev	2727

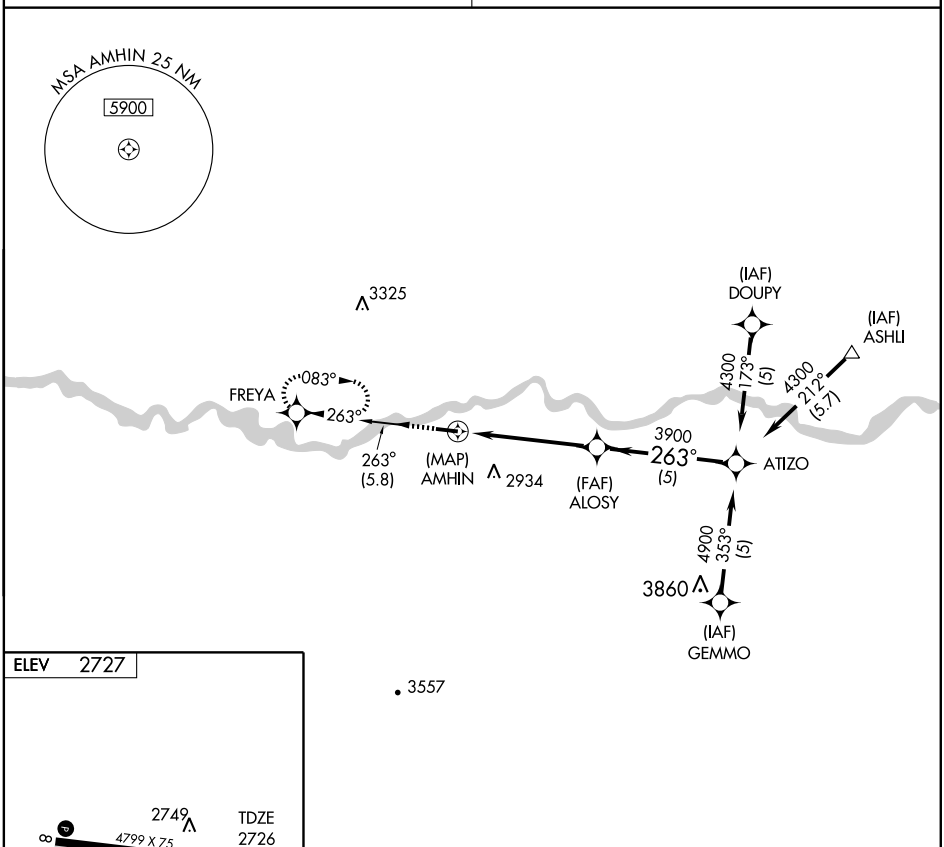
GPS RWY 26

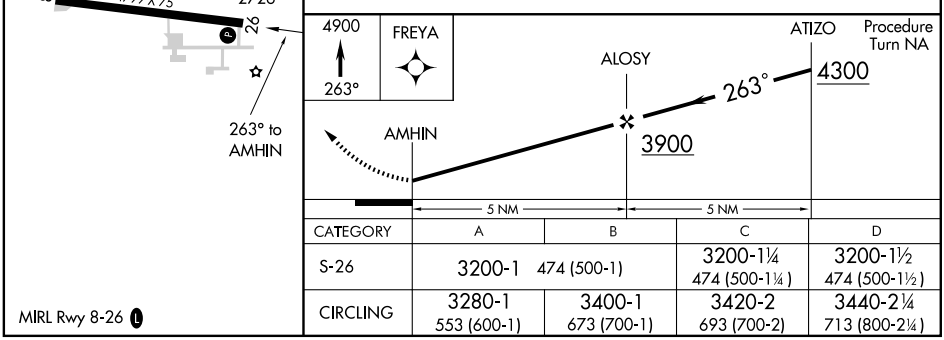
FORSYTH/ TILLITT FIELD (1S3)

NA Use Miles City altimeter setting, when not available, except for operators with approved weather reporting services, procedure not authorized.

MISSED APPROACH: Climb to 4900 via 263° course to FREYA WP and hold.

GREAT FALLS RADIO	UNICOM
122.2 255.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-26	3200-1 474 (500-1)		3200-1¼ 474 (500-1¼)	3200-1½ 474 (500-1½)
CIRCLING	3280-1 553 (600-1)	3400-1 673 (700-1)	3420-2 693 (700-2)	3440-2¼ 713 (800-2¼)

MIRL Rwy 8-26 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

NDB FOR	APP CRS	Rwy ldg	4799
236	257°	TDZE	2726
		Apt Elev	2727

NDB RWY 26

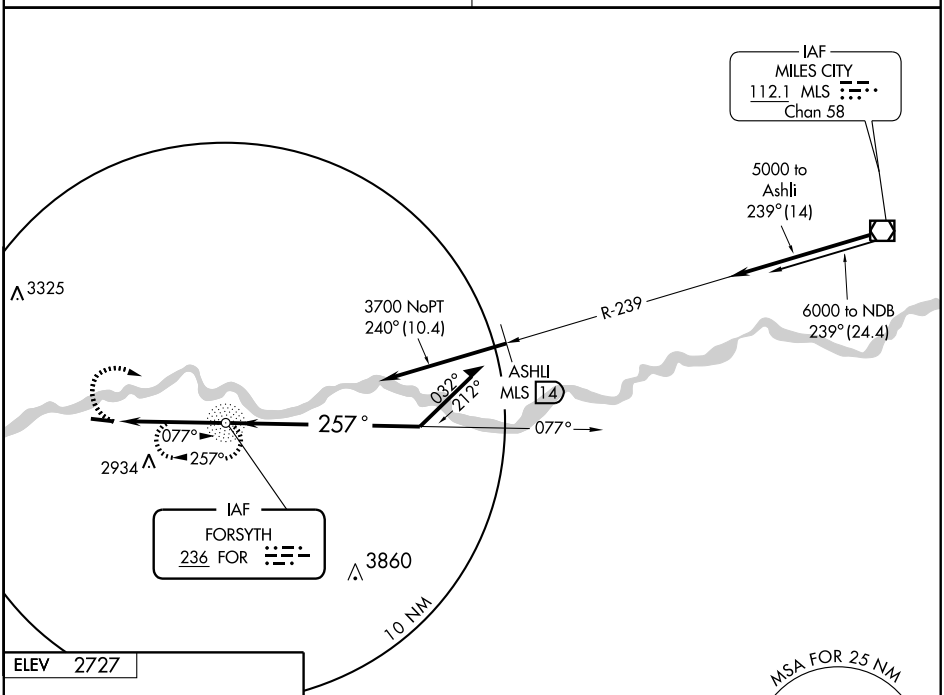
FORSYTH/ TILLITT FIELD (1S3)

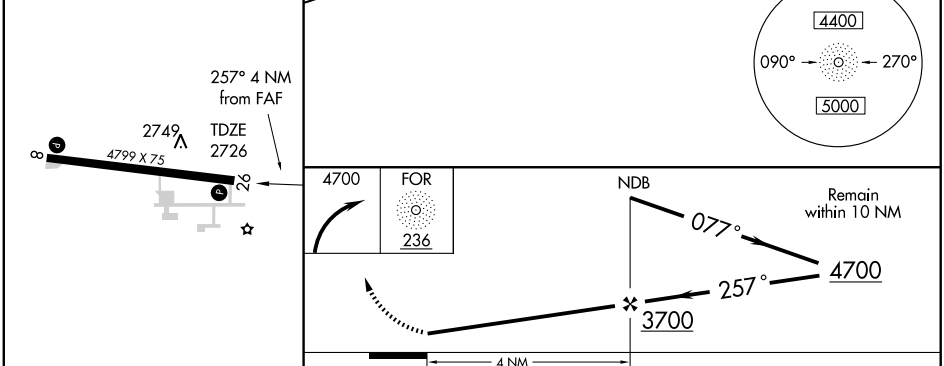
NA

Use Miles City altimeter setting, when not available, except for operators with approved weather reporting services, procedure not authorized.

MISSED APPROACH: Climbing right turn to 4700 direct FOR NDB and hold.

GREAT FALLS RADIO	UNICOM
122.2 255.4	122.8 (CTAF) L





MIRL Rwy 8-26 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-26	3340-1 614 (700-1)		3340-1¾ 614 (700-1¾)	3340-2 614 (700-2)
CIRCLING	3340-1 614 (700-1)	3420-1 694 (700-1)	3420-2 694 (700-2)	3440-2¼ 714 (800-2¼)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

FORSYTH

TILLITT FLD (1S3) 3 E UTC−7(−6DT) N46°16.27′ W106°37.43′

BILLINGS
L–13D
IAP

2727 B S4 **FUEL** 100LL NOTAM FILE GTF

RWY 08–26: H4799X75 (ASPH–PFC) S–12, D–16 MIRL

RWY 08: PAPI(P2L)—GA 3.0° TCH 29′. Trees.

RWY 26: PAPI(P2L)—GA 3.0° TCH 29′. Road.

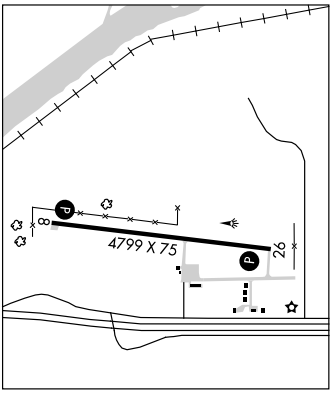
AIRPORT REMARKS: Attended irregularly. Rwy 26 PAPI OTS indef. MIRL Rwy 08–26 operates dusk–0500Z‡, after 0500Z‡ ACTIVATE—CTAF. ACTIVATE PAPI Rwy 08 and Rwy 26—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.

MILES CITY (H) VORW/DME 112.1 MLS Chan 58 N46°22.93′ W105°57.21′ 242° 28.7 NM to fld. 2640/15E.

FORSYTH NDB (MHW) 236 FOR N46°16.17′ W106°31.05′ 257° 4.4 NM to fld. NOTAM FILE GTF.



FORT BELKNAP AGENCY (See HARLEM)

FORT BENTON (79S) 1 NE UTC−7(−6DT) N47°50.71′ W110°38.19′

GREAT FALLS
L–13C
IAP

2869 B S4 **FUEL** 100LL NOTAM FILE GTF

RWY 05–23: H4300X75 (ASPH) S–12.5 MIRL

RWY 05: PAPI(P2L)—GA 3.0° TCH 40′ P–line.

RWY 23: PAPI(P2L) GA 3.0° TCH 40′.

RWY 14–32: 1700X75 (DIRT)

RWY 14: P–line.

AIRPORT REMARKS: Unattended. Call in advance for fuel 406–622–3221/5249/3489. For svcs call 406–622–3489. ACTIVATE MIRL Rwy 05–23 and PAPI Rwy 05 and Rwy 23—CTAF.

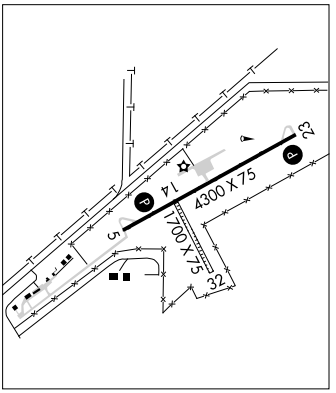
WEATHER DATA SOURCES: AWOS–A 122.8 (406) 622–5976. Plus visibility.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **SALT LAKE CENTER APP/DEP CON** 133.4

RADIO AIDS TO NAVIGATION: NOTAM FILE GTF.

GREAT FALLS (H) VORTACW 115.1 GTF Chan 98 N47°27.00′ W111°24.73′ 037° 39.4 NM to fld. 3672/16E.



FORT PECK (37S) 1 W UTC−7(−6DT) N48°00.30′ W106°28.93′

BILLINGS

2290 **FUEL** 100LL NOTAM FILE GTF

RWY 12–30: 4100X125 (TURF)

RWY 12: Thld dsplcd 1300′.

RWY 05–23: 2700X100 (TURF)

RWY 05: P–line. **RWY 23:** P–line.

AIRPORT REMARKS: Unattended. For fuel call 406–228–2433 or 406–228-4848. Ultralights on and invof arpt.

COMMUNICATIONS: CTAF 122.9

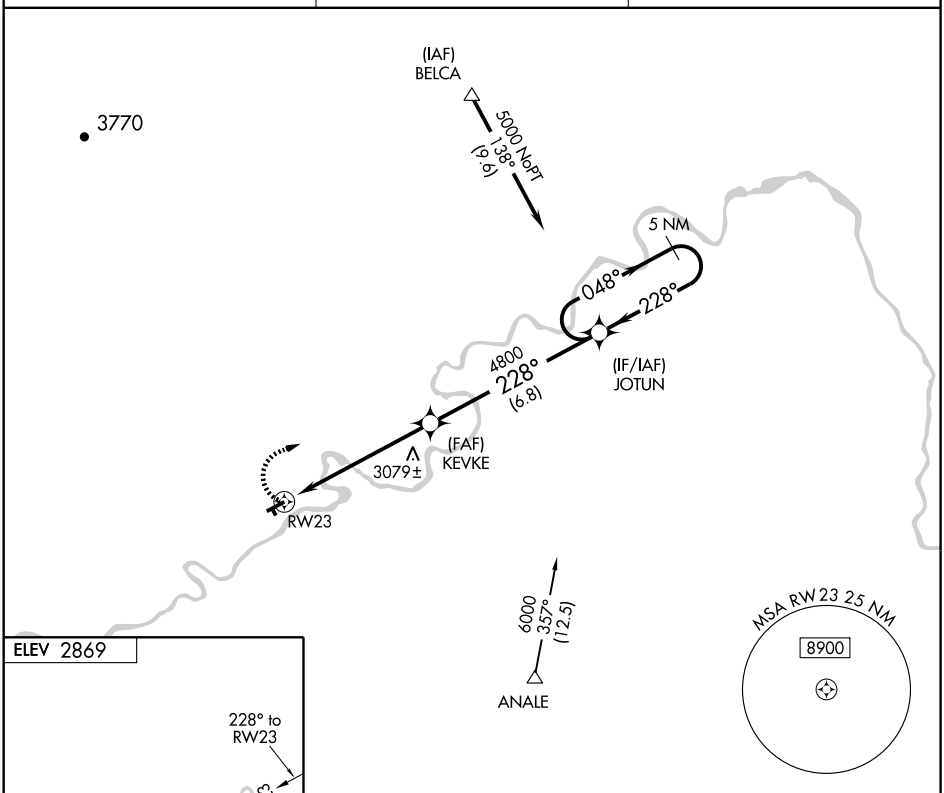
RNAV (GPS) RWY 23
FORT BENTON (79S)

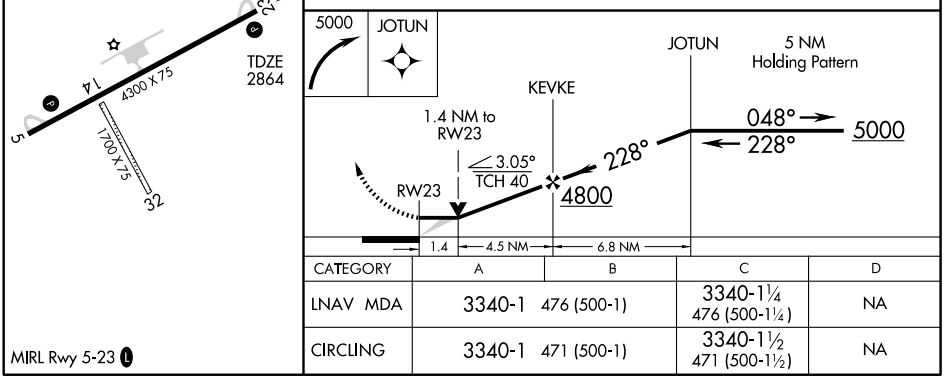
APP CRS	Rwy ldg	4300
228°	TDZE	2864
	Apt Elev	2869

DME/DME RNP-0.3 NA. Procedure NA at night.
When local altimeter setting not received, use Great Falls altimeter setting and increase all MDA 280 feet and all Cat B and C visibilities 1 mile.

MISSED APPROACH: Climbing right turn to 5000 direct JOTUN and hold.

AWOS-A	SALT LAKE CENTER	UNICOM
122.8	133.4 285.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3340-1 476 (500-1)		3340-1¼ 476 (500-1¼)	NA
CIRCLING	3340-1 471 (500-1)		3340-1½ 471 (500-1½)	NA

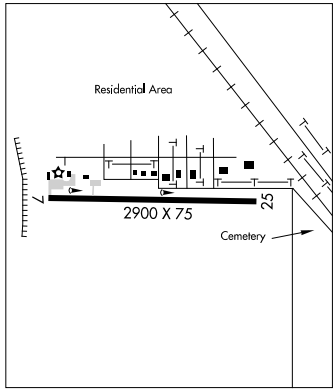
MIRL Rwy 5-23 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

GERALDINE (5U8) 0 S UTC−7(−6DT) N47°35.80′ W110°15.96′ **GREAT FALLS**
3173 B NOTAM FILE GTF **L–13D**

RWY 07–25: H2900X75 (ASPH) LIRL
RWY 07: Ground. **RWY 25:** P–line.
AIRPORT REMARKS: Unattended. Rwy 07–25 has 4 shallow holes up to 8′ diameter, broken pavement, 25′ from the west end. ACTIVATE LIRL Rwy 07–25—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE LWT.
LEWISTOWN (H) VORW/DME 112.0 LWT Chan 57 N47°03.18′ W109°36.37′ 306° 42.3 NM to fld. 4133/15E.



GLACIER PARK INTL (See KALISPELL)

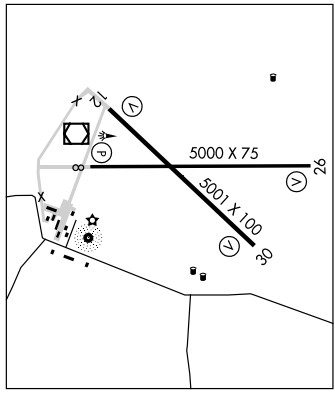
GLASGOW N48°12.92′ W106°37.53′. NOTAM FILE GGW. **BILLINGS**
(H) VORW/DME 113.9 GGW Chan 86 at Wokal Fld/Glasgow Intl 2280/14E. **H–1E, 2G, L–13D**
RCO 122.25 (GREAT FALLS RADIO)

GLASGOW

WOKAL FLD/GLASGOW INTL (GGW) 1 NE UTC−7(−6DT) N48°12.75′ W106°36.88′ **BILLINGS**
2296 B S4 **FUEL** 100, JET A1 + Class III, ARFF Index A NOTAM FILE GGW **H–1E, 2G, L–13D**
RWY 12–30: H5001X100 (ASPH–AFSC) S–55, D–70, 2S–89, 2D–100 MIRL **IAP**
RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 38′.
RWY 30: REIL. VASI(V4L)—GA 3.0° TCH 40′.
RWY 08–26: H5000X75 (ASPH–GRVD) S–25, D–45, 2D–75 MIRL
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 30′.
RWY 26: REIL. VASI(V2L)—GA 3.0° TCH 26′.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 08:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000
RWY 12:	TORA–5001	TODA–5001	ASDA–5001	LDA–5001
RWY 26:	TORA–5000	TODA–5000	ASDA–6047	LDA–5000
RWY 30:	TORA–5001	TODA–5001	ASDA–5231	LDA–5001

AIRPORT REMARKS: Attended 1500–0000Z‡. Airfield surface conditions unmonitored 0400–1030Z‡. For svc after hrs phone 406–228–4023. After hours credit card fueling. ACTIVATE MIRL Rwy 08–26 and Rwy 12–30, REIL Rwy 08, Rwy 12, Rwy 26 and Rwy 30 —CTAF. VASI Rwy 12, Rwy 26 and Rwy 30 and PAPI Rwy 08 operate 24 hrs. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS 135.175 (406) 228–8294.
COMMUNICATIONS: CTAF/UNICOM 122.8
GLASGOW RCO 122.25 (GREAT FALLS RADIO)
SALT LAKE CENTER APP/DEP CON 126.85
RADIO AIDS TO NAVIGATION: NOTAM FILE GGW.
GLASGOW (H) VORW/DME 113.9 GGW Chan 86 N48°12.92′ W106°37.53′ at fld. 2280/14E.
MILK RIVER NDB (HW) 339 MKR N48°12.47′ W106°37.57′ at fld.



GLENDIVE N47°08.00′W104°48.28′ NOTAM FILE GDV. **BILLINGS**
NDB (HW) 410 GDV at Dawson Community. **L–13E**
RCO 122.55 (GREAT FALLS RADIO)

APP CRS	Rwy ldg	5001
120°	TDZE	2291
	Apt Elev	2294

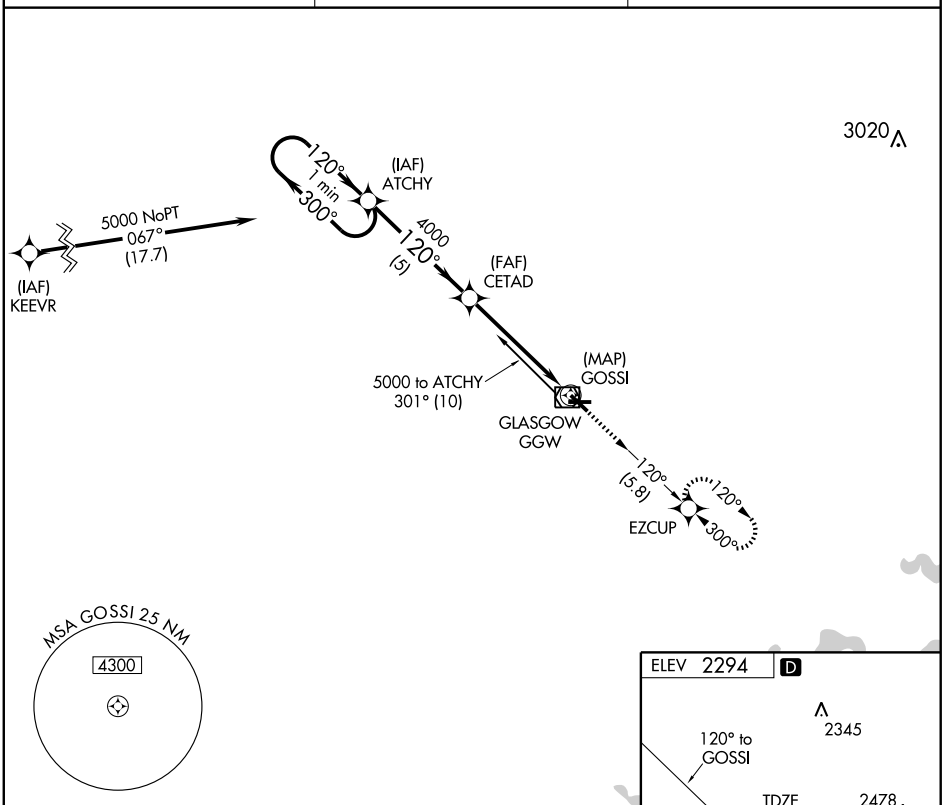
GPS RWY 12

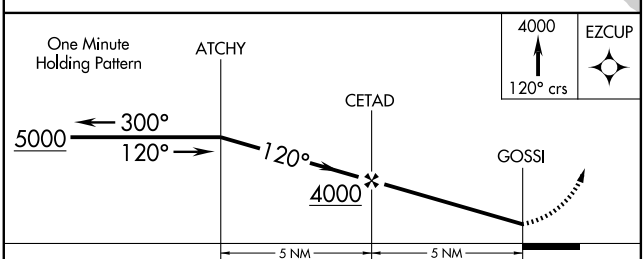
GLASGOW/WOKAL FIELD/GLASGOW INTL (GGW)

NA

MISSED APPROACH: Climb to 4000 via 120° course to EZCUP WP and hold.

ASOS	SALT LAKE CENTER	UNICOM
135.175	126.85 305.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-12	2720-1	429 (500-1)	2720-1¼ 429 (500-1¼)	2720-1½ 429 (500-1½)
CIRCLING	2780-1	486 (500-1)	2780-1½ 486 (500-1½)	2860-2 566 (600-2)

REIL Rwys 8, 12, 26 and 30 L
MIRL Rwys 8-26 and 12-30 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

NDB MKR	APP CRS	Rwy ldg	5001
339	272°	TDZE	2291
		Apt Elev	2294

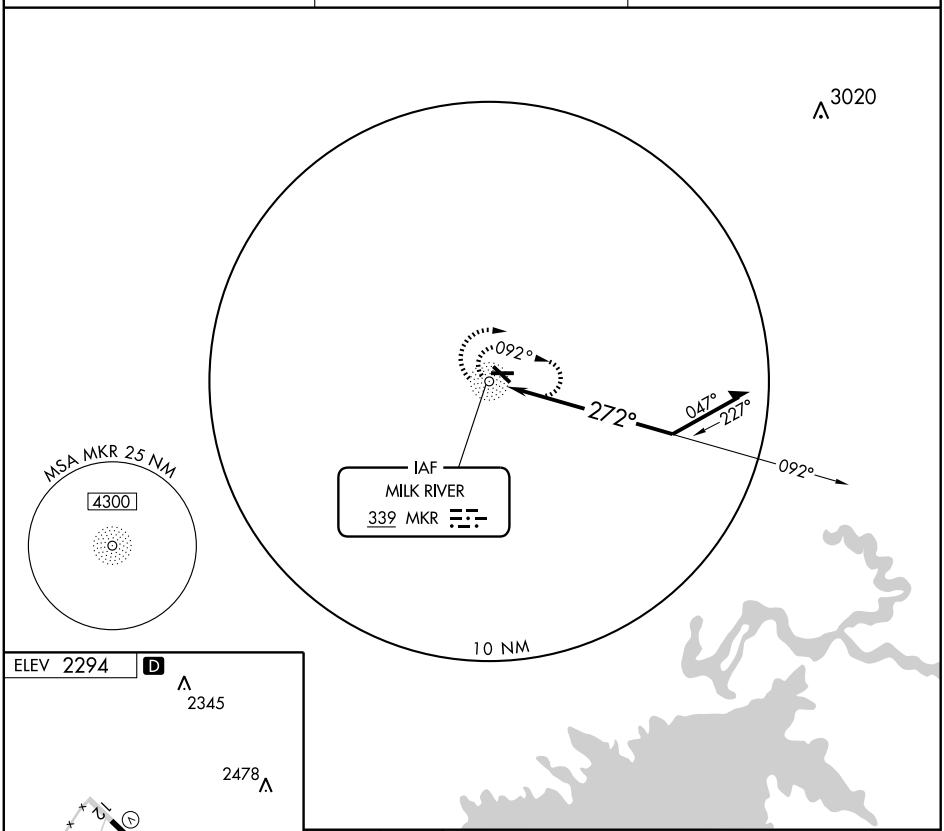
NDB RWY 30

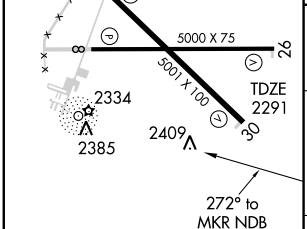
GLASGOW/WOKAL FIELD/GLASGOW INTL (GGW)

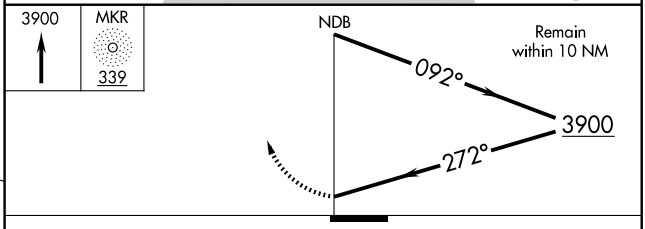
ACTIVATE MIRL Rwys 8-26 and 12-30-CTAF.

MISSED APPROACH: Climb to 3900 in MKR NDB holding pattern.

ASOS	SALT LAKE CENTER	UNICOM
135.175	126.85 305.2	122.8 (CTAF) L







REIL Rwys 8, 12, 26 and 30 L

MIRL Rwys 8-26 and 12-30 L

CATEGORY	A	B	C	D
S-30	2840-1	549 (600-1)	2840-1½ 549 (600-1½)	2840-1¾ 549 (600-1¾)
CIRCLING	2840-1	547 (600-1)	2840-1½ 547 (600-1½)	2860-2 567 (600-2)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME GGW 113.9 Chan 86	APP CRS 293°	Rwy ldg 5001 TDZE 2291 Apt Elev 2294

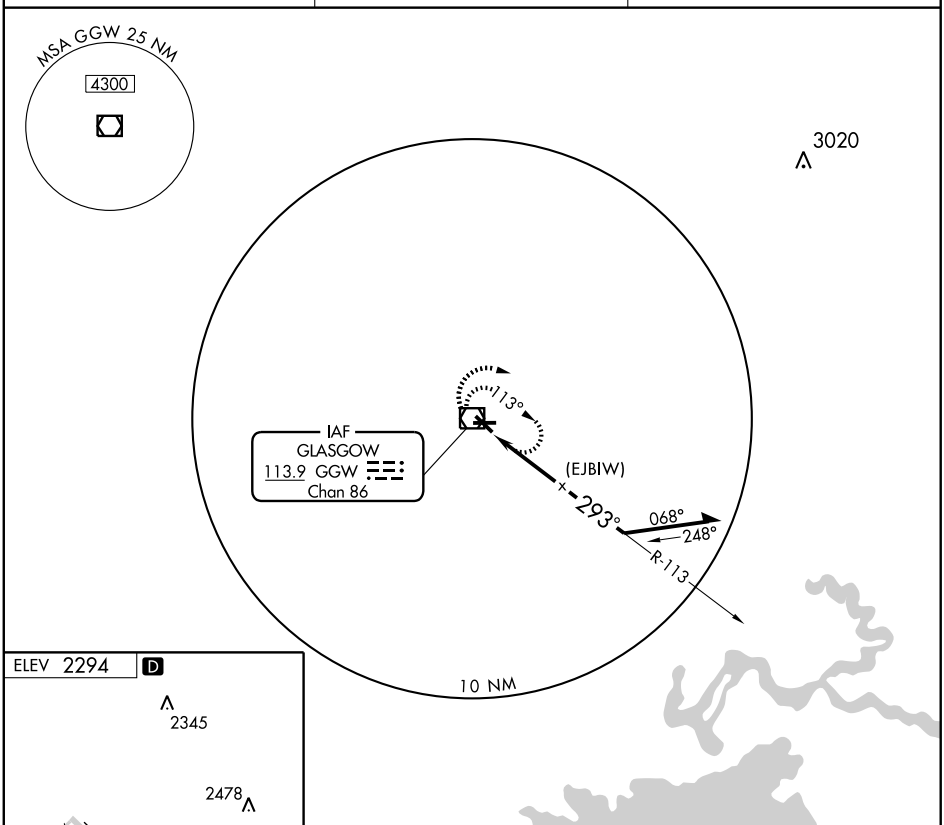
VOR or GPS RWY 30

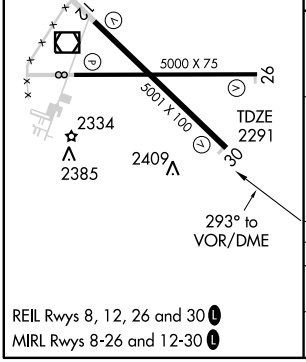
GLASGOW/WOKAL FIELD/GLASGOW INTL (GGW)

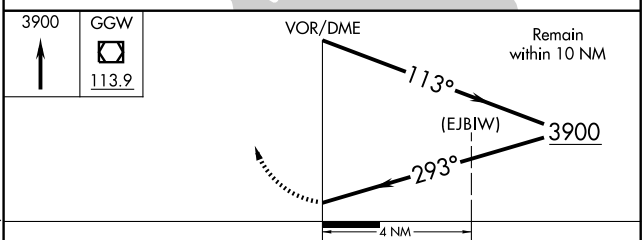
ACTIVATE MIRL Rwys 8-26 and 12-30-CTAF.

MISSED APPROACH: Climb to 3900 in GGW VOR/DME holding pattern.

ASOS	SALT LAKE CENTER	UNICOM
135.175	126.85 305.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-30	2780-1	489 (500-1)	2780-1¼ 489 (500-1¼)	2780-1½ 489 (500-1½)
CIRCLING	2780-1	487 (500-1)	2780-1½ 487 (500-1½)	2860-2 567 (600-2)

REIL Rwys 8, 12, 26 and 30 L
MIRL Rwys 8-26 and 12-30 L

NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME GGW 113.9 Chan 86	APP CRS 133°	Rwy ldg 5001 TDZE 2291 Apt Elev 2294

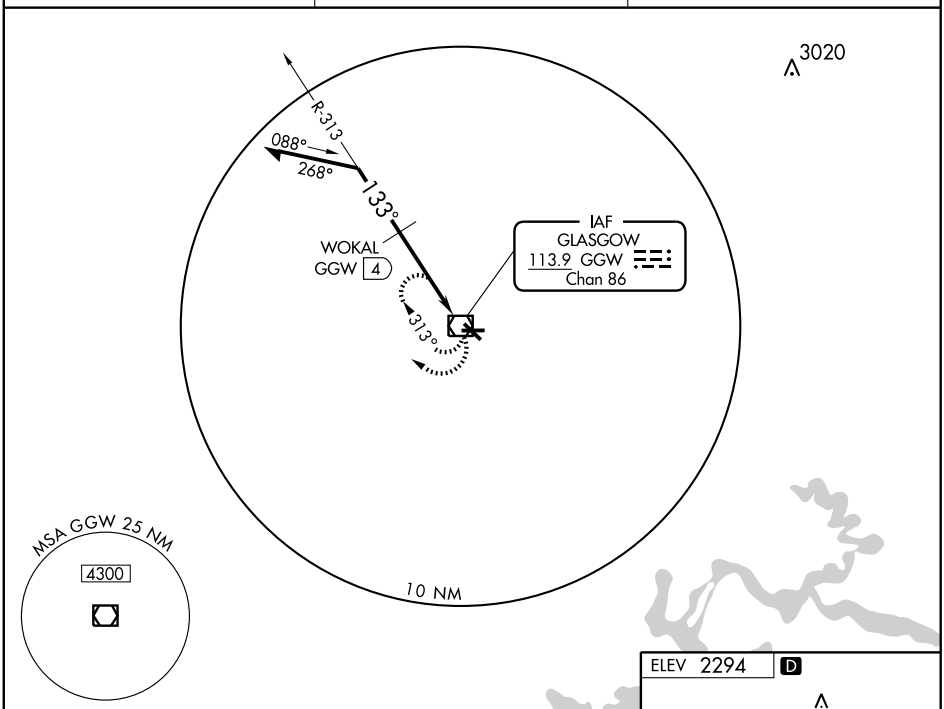
VOR RWY 12

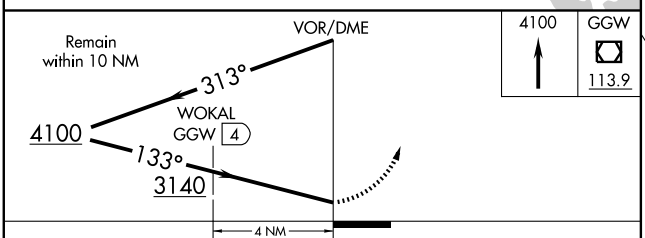
GLASGOW/WOKAL FIELD/GLASGOW INTL (GGW)

ACTIVATE MIRL Rwys 8-26 and 12-30-CTAF.

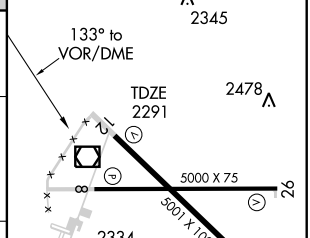
MISSED APPROACH: Climb to 4100 in GGW VOR/DME holding pattern.

ASOS	SALT LAKE CENTER	UNICOM
135.175	126.85 305.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-12	3140-1 849 (900-1)	3140-1¼ 849 (900-1¼)	3140-2½ 849 (900-2½)	3140-2¾ 849 (900-2¾)
CIRCLING	3140-1 847 (900-1)	3140-1¼ 847 (900-1¼)	3140-2½ 847 (900-2½)	3140-2¾ 847 (900-2¾)
VOR/DME MINIMUMS				
S-12	2700-1 409 (500-1)		2700-1¼ 409 (500-1¼)	
CIRCLING	2780-1 487 (500-1)		2780-1½ 487 (500-1½)	2860-2 567 (600-2)



REIL Rwys 8, 12, 26 and 30 L
MIRL Rwys 8-26 and 12-30 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

GLENDIVE

DAWSON COMMUNITY (GDV) 4 NW UTC−7(−6DT) N47°08.32′ W104°48.43′

BILLINGS
H–1F, 2H, L–13E
IAP

2458 B S4 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE GDV

RWY 12–30: H5704X100 (ASPH–GRVD) S–38, D–50 MIRL
RWY 12: VASI(V4L)—GA 3.0° TCH 37′. Road.
RWY 30: VASI(V4L)—GA 3.0° TCH 37′.
RWY 02–20: H3000X60 (ASPH) MIRL
RWY 02: PAPI(P2L)—GA 3.0° TCH 26′.
RWY 20: PAPI(P2L)—GA 3.0° TCH 24′.

RUNWAY DECLARED DISTANCE INFORMATION

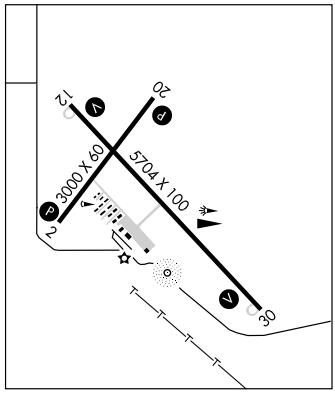
RWY 02:	TORA–3000	TODA–3000	ASDA–3000	LDA–3000
RWY 12:	TORA–5704	TODA–5704	ASDA–5704	LDA–5704
RWY 20:	TORA–3000	TODA–3000	ASDA–3000	LDA–3000
RWY 30:	TORA–5704	TODA–5704	ASDA–5704	LDA–5704

AIRPORT REMARKS: Attended 1430–0130Z‡. Airfield sfc conditions unmonitored Nov–May 0800–1800Z‡. ACTIVATE MIRL Rwy 02–20 and Rwy 12–30, PAPI Rwy 02 and Rwy 20 opr dusk–0500Z‡—CTAF. VASI Rwy 12 and Rwy 30 opr continuously.

WEATHER DATA SOURCES: AWOS–3 135.075 (406) 687–3346.

COMMUNICATIONS: CTAF/UNICOM 122.8
GLENDIVE RCO 122.55 (GREAT FALLS RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.
MILES CITY (H) VORW/DME 112.1 MLS Chan 58 N46°22.93′ W105°57.21′ 031° 65.6 NM to fld. 2640/15E.
GLENDIVE NDB (HW) 410 GDV N47°08.00′ W104°48.28′ at fld. NOTAM FILE GDV.



GREAT FALLS INTL (GTF) 3 SW UTC−7(−6DT) N47°28.96′ W111°22.24′

GREAT FALLS
H–1E, L–13C
IAP, AD

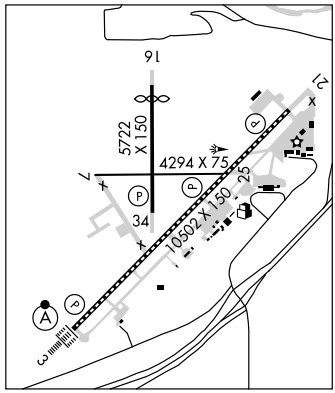
3680 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—4480(800) AOE
Class I, ARFF Index C NOTAM FILE GTF

RWY 03–21: H10502X150 (ASPH–GRVD) S–150, D–173, 2S–175, 2D–331, 2D/D1–555, 2D/2D2–555 HIRL CL
RWY 03: TDZL. ALSF2. PAPI(P4L)—GA 3.0° TCH 70′. Road.
RWY 21: REIL. PAPI(P4R)—GA 3.0° TCH 75′.
0.3% up.
RWY 16–34: H5722X150 (ASPH) S–95, D–120, 2S–152, 2D–190 HIRL 0.5% up S
RWY 16: Thld dsplcd 652′.
RWY 34: PAPI(P4L)—GA 3.0° TCH 50′.
RWY 07–25: H4294X75 (ASPH–PFC) S–25 MIRL 0.4% up E
RWY 25: PAPI(P4L)—GA 3.3° TCH 40′.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–10502	TODA–10502	ASDA–10502	LDA–10502
RWY 07:	TORA–4294	TODA–4294	ASDA–4294	LDA–4294
RWY 16:	TORA–5722	TODA–5722	ASDA–5070	LDA–5070
RWY 21:	TORA–10502	TODA–10502	ASDA–10502	LDA–10502
RWY 25:	TORA–4294	TODA–4294	ASDA–4294	LDA–4294
RWY 34:	TORA–5070	TODA–5070	ASDA–5070	LDA–5070

ARRESTING GEAR/SYSTEM
RWY 03 BAK–14 BAK–12B(B) (1400′)
BAK–14 BAK–12B(B) (1500′) **RWY 21**



AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Rwy 07–25 not avbl for air carrier tkf and ldg of acft with more than 30 passenger seats. Rwy 03 RVR touchdown, midfield, rollout avbl. Rwy 07–25 between Rwys 03–21 and 16–34 unrestricted weight and avbl for air carrier taxiing acft. REIL Rwy 21 opr continuously when the rwy lgts are on. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (406) 452–9844.

COMMUNICATIONS: ATIS 126.6 **UNICOM** 122.95
RCO 122.6 (GREAT FALLS RADIO)
Ⓡ **APP/DEP CON** 128.6
TOWER 118.7 **GND CON** 121.7 **CLNC DEL** 121.7

AIRSPACE: TRSA svc ctc **APP CON** on 128.6

RADIO AIDS TO NAVIGATION: NOTAM FILE GTF.
(H) VORTACW 115.1 GTF Chan 98 N47°27.00′ W111°24.73′ 025° 2.6 NM to fld. 3672/16E.
TRULY NDB (HW) 371 ITU N47°21.95′ W111°22.37′ 345° 7.0 NM to fld.
ILS/DME 111.3 I–SMR Chan 50 Rwy 03. Class IIIE.

NDB GDV 410	APP CRS 131°	Rwy ldg 5704 TDZE 2456 Apt Elev 2456

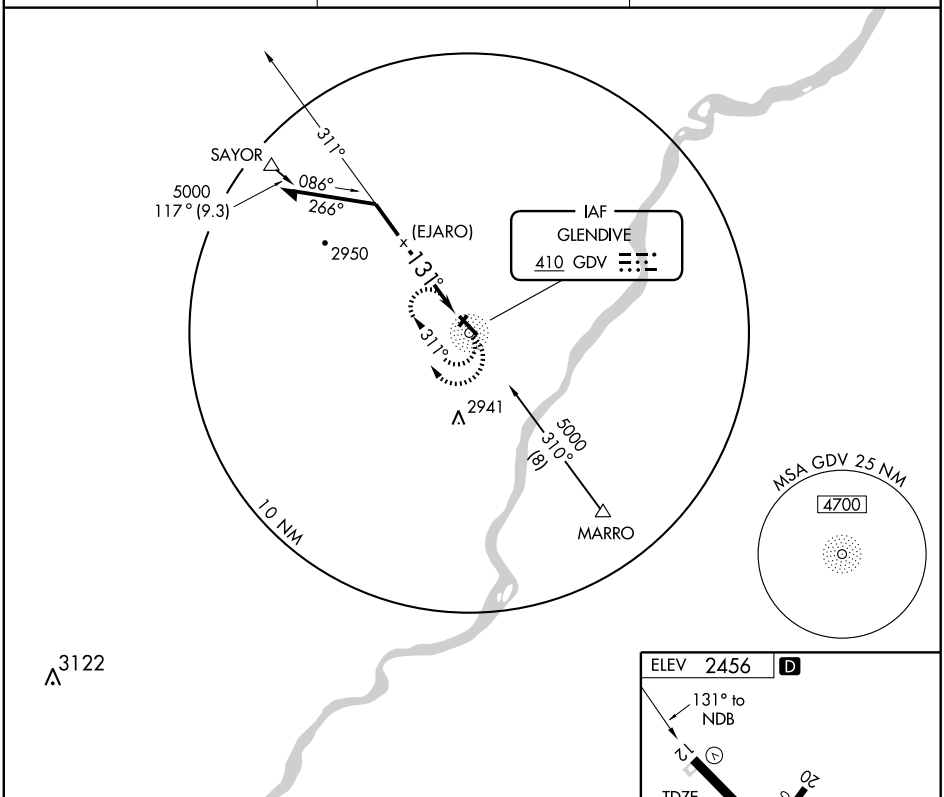
NDB or GPS RWY 12

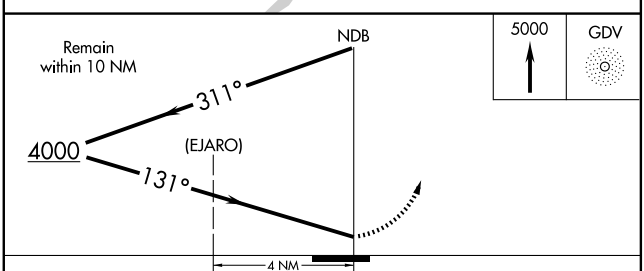
GLENDIVE/ DAWSON COMMUNITY (GDV)

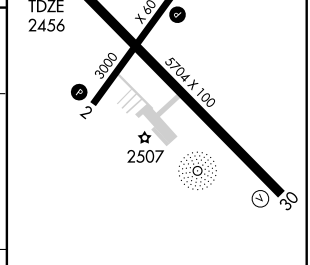
A

MISSED APPROACH: Climb to 5000 in GDV NDB holding pattern.

AWOS-3	GREAT FALLS RADIO	UNICOM
135.075	122.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-12	3300-1 844 (900-1)	3300-1¼ 844 (900-1¼)	3300-2½ 844 (900-2½)	3300-2¾ 844 (900-2¾)
CIRCLING	3300-1 844 (900-1)	3300-1¼ 844 (900-1¼)	3300-2½ 844 (900-2½)	3300-2¾ 844 (900-2¾)

MIRL Rwys 2-20 and 12-30 L

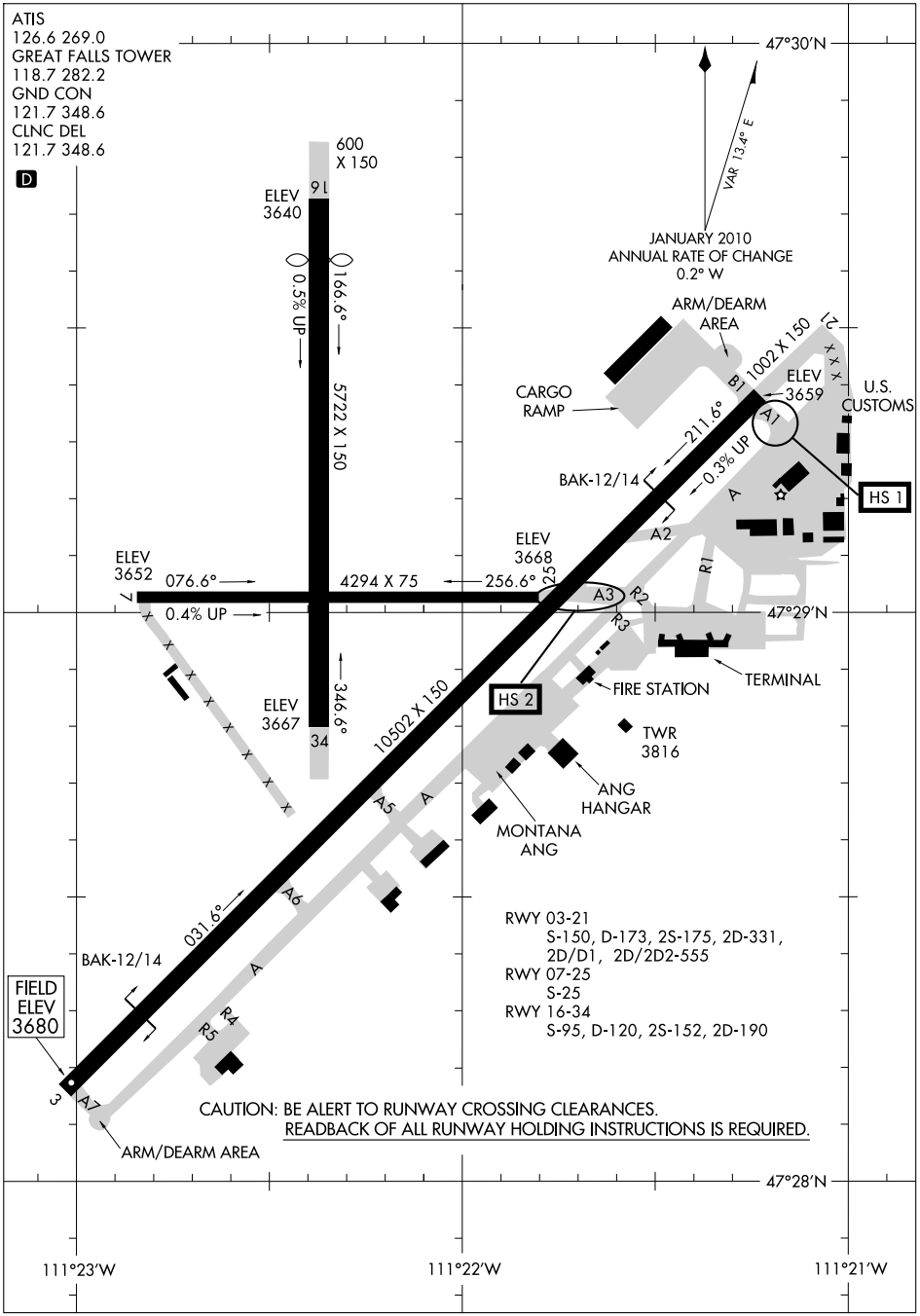
NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-177 (FAA)

GREAT FALLS INTL (GTF)
GREAT FALLS, MONTANA



NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

GREAT FALLS, MONTANA
GREAT FALLS INTL (GTF)

10266

GLENDIVE

DAWSON COMMUNITY (GDV) 4 NW UTC−7(−6DT) N47°08.32′ W104°48.43′

BILLINGS
H–1F, 2H, L–13E
IAP

2458 B S4 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE GDV

RWY 12–30: H5704X100 (ASPH–GRVD) S–38, D–50 MIRL
RWY 12: VASI(V4L)—GA 3.0° TCH 37′. Road.
RWY 30: VASI(V4L)—GA 3.0° TCH 37′.
RWY 02–20: H3000X60 (ASPH) MIRL
RWY 02: PAPI(P2L)—GA 3.0° TCH 26′.
RWY 20: PAPI(P2L)—GA 3.0° TCH 24′.

RUNWAY DECLARED DISTANCE INFORMATION

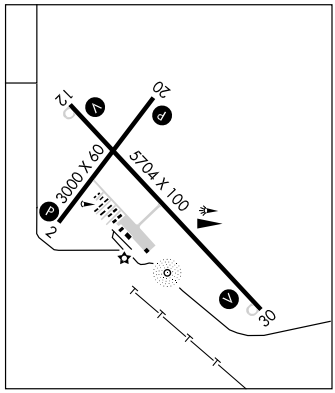
RWY 02:	TORA–3000	TODA–3000	ASDA–3000	LDA–3000
RWY 12:	TORA–5704	TODA–5704	ASDA–5704	LDA–5704
RWY 20:	TORA–3000	TODA–3000	ASDA–3000	LDA–3000
RWY 30:	TORA–5704	TODA–5704	ASDA–5704	LDA–5704

AIRPORT REMARKS: Attended 1430–0130Z‡. Airfield sfc conditions unmonitored Nov–May 0800–1800Z‡. ACTIVATE MIRL Rwy 02–20 and Rwy 12–30, PAPI Rwy 02 and Rwy 20 opr dusk–0500Z‡—CTAF. VASI Rwy 12 and Rwy 30 opr continuously.

WEATHER DATA SOURCES: AWOS–3 135.075 (406) 687–3346.

COMMUNICATIONS: CTAF/UNICOM 122.8
GLENDIVE RCO 122.55 (GREAT FALLS RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.
MILES CITY (H) VORW/DME 112.1 MLS Chan 58 N46°22.93′ W105°57.21′ 031° 65.6 NM to fld. 2640/15E.
GLENDIVE NDB (HW) 410 GDV N47°08.00′ W104°48.28′ at fld. NOTAM FILE GDV.



GREAT FALLS INTL (GTF) 3 SW UTC−7(−6DT) N47°28.96′ W111°22.24′

GREAT FALLS
H–1E, L–13C
IAP, AD

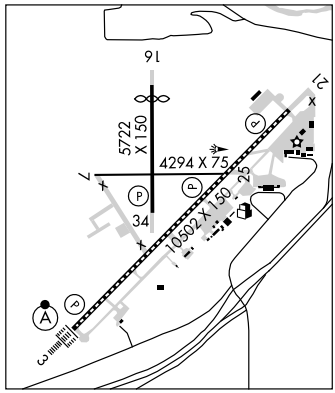
3680 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—4480(800) AOE
Class I, ARFF Index C NOTAM FILE GTF

RWY 03–21: H10502X150 (ASPH–GRVD) S–150, D–173, 2S–175, 2D–331, 2D/D1–555, 2D/2D2–555 HIRL CL
RWY 03: TDZL. ALSF2. PAPI(P4L)—GA 3.0° TCH 70′. Road.
RWY 21: REIL. PAPI(P4R)—GA 3.0° TCH 75′.
0.3% up.
RWY 16–34: H5722X150 (ASPH) S–95, D–120, 2S–152, 2D–190 HIRL 0.5% up S
RWY 16: Thld dsplcd 652′.
RWY 34: PAPI(P4L)—GA 3.0° TCH 50′.
RWY 07–25: H4294X75 (ASPH–PFC) S–25 MIRL 0.4% up E
RWY 25: PAPI(P4L)—GA 3.3° TCH 40′.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–10502	TODA–10502	ASDA–10502	LDA–10502
RWY 07:	TORA–4294	TODA–4294	ASDA–4294	LDA–4294
RWY 16:	TORA–5722	TODA–5722	ASDA–5070	LDA–5070
RWY 21:	TORA–10502	TODA–10502	ASDA–10502	LDA–10502
RWY 25:	TORA–4294	TODA–4294	ASDA–4294	LDA–4294
RWY 34:	TORA–5070	TODA–5070	ASDA–5070	LDA–5070

ARRESTING GEAR/SYSTEM
RWY 03 BAK–14 BAK–12B(B) (1400′)
BAK–14 BAK–12B(B) (1500′) **RWY 21**



AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Rwy 07–25 not avbl for air carrier tkf and ldg of acft with more than 30 passenger seats. Rwy 03 RVR touchdown, midfield, rollout avbl. Rwy 07–25 between Rwys 03–21 and 16–34 unrestricted weight and avbl for air carrier taxiing acft. REIL Rwy 21 opr continuously when the rwy lgts are on. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (406) 452–9844.

COMMUNICATIONS: ATIS 126.6 **UNICOM** 122.95
RCO 122.6 (GREAT FALLS RADIO)
Ⓡ **APP/DEP CON** 128.6
TOWER 118.7 **GND CON** 121.7 **CLNC DEL** 121.7

AIRSPACE: TRSA svc ctc **APP CON** on 128.6

RADIO AIDS TO NAVIGATION: NOTAM FILE GTF.
(H) VORTACW 115.1 GTF Chan 98 N47°27.00′ W111°24.73′ 025° 2.6 NM to fld. 3672/16E.
TRULY NDB (HW) 371 ITU N47°21.95′ W111°22.37′ 345° 7.0 NM to fld.
ILS/DME 111.3 I–SMR Chan 50 Rwy 03. Class IIIE.

APP CRS	Rwy ldg	10502
209°	TDZE	3669
	Apt Elev	3680

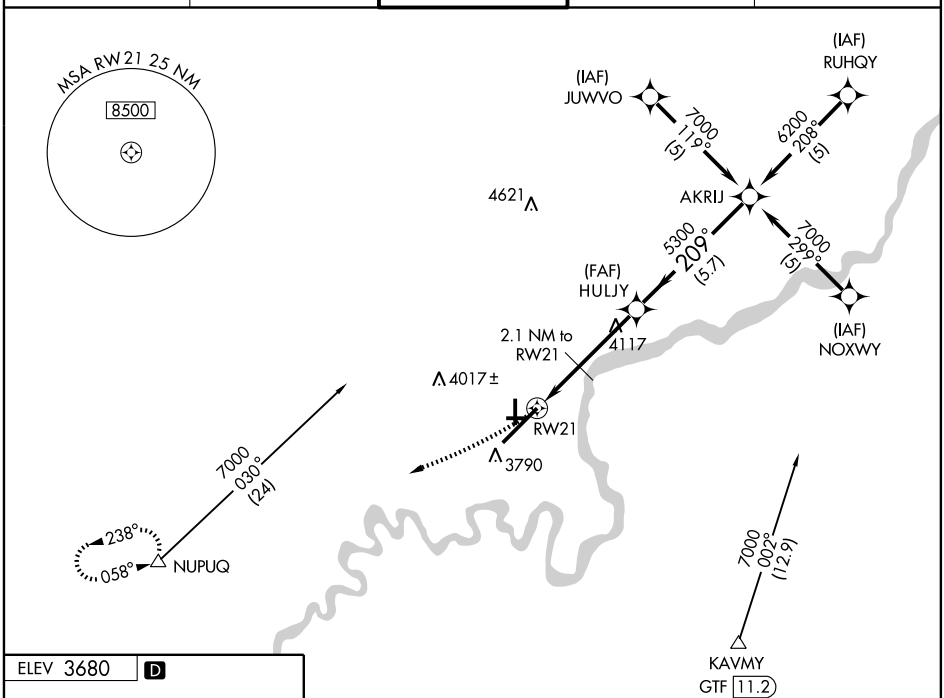
GPS RWY 21

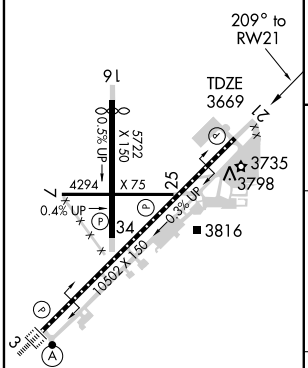
GREAT FALLS INTL (GTF)

NA

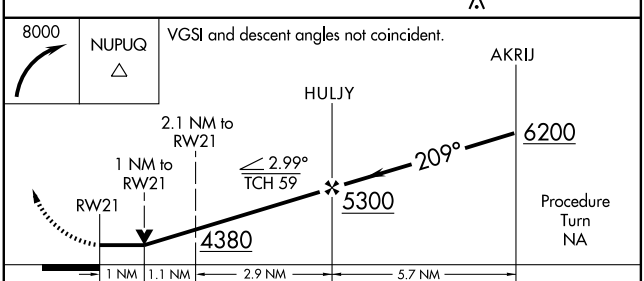
MISSED APPROACH: Climbing right turn to 8000 direct NUPUQ WP and hold.

ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON	CLNC DEL
126.6 269.0	128.6 259.1	118.7 282.2	121.7 348.6	121.7 348.6





TDZ/CL Rwy 3
REIL Rwy 21
MIRL Rwy 7-25
HIRL Rwy 3-21 and 16-34



CATEGORY	A	B	C	D
S-21	4040-1 371 (400-1)			4040-1¼ 371 (400-1¼)
CIRCLING	4120-1 440 (500-1)	4140-1 460 (500-1)	4140-1½ 460 (500-1½)	4240-2 560 (600-2)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

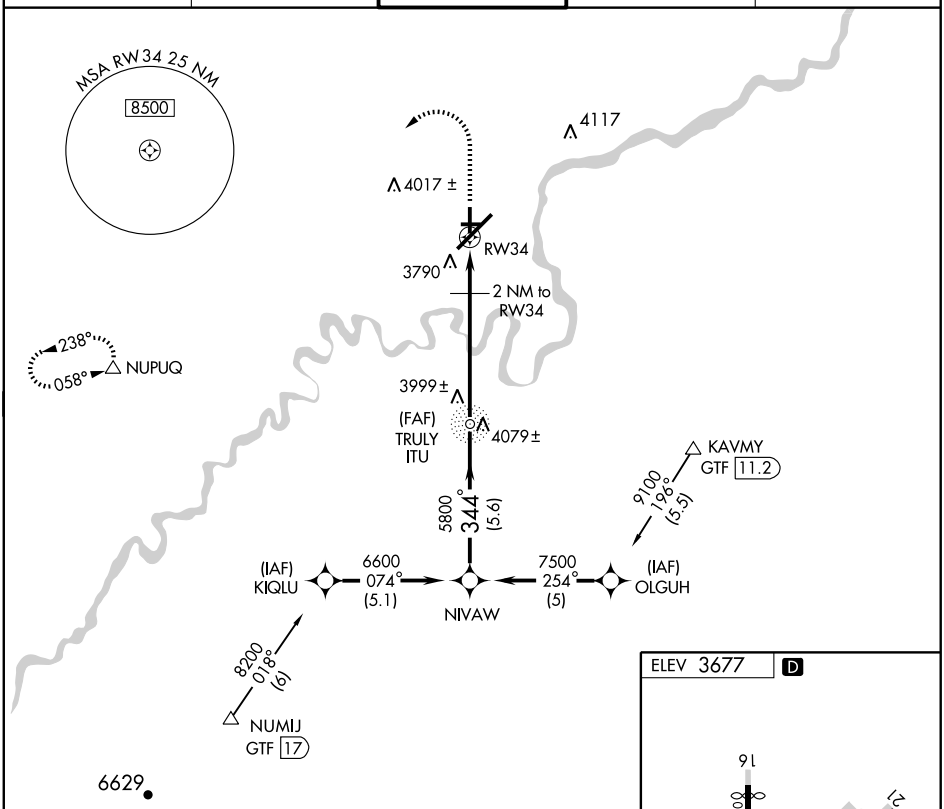
APP CRS	Rwy ldg	5070
344°	TDZE	3669
	Apt Elev	3677

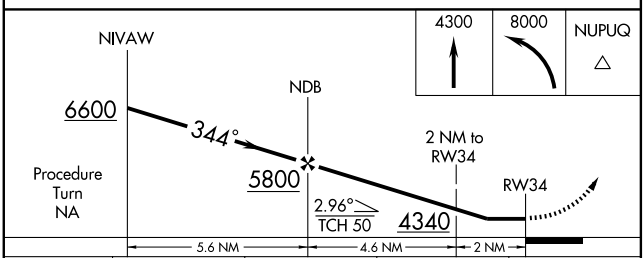
GPS RWY 34
GREAT FALLS INTL (GTF)

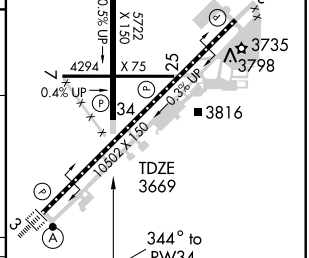
NA

MISSED APPROACH: Climb to 4300, then climbing left turn to 8000 direct NUPUQ WP and hold.

ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON	CLNC DEL
126.6 269.0	128.6 259.1	118.7 282.2	121.7 348.6	121.7 348.6







CATEGORY	A	B	C	D
S-34	4100-1 431 (500-1)		4100-1¼ 431 (500-1¼)	4100-1½ 431 (500-1½)
CIRCLING	4120-1 443 (500-1)	4140-1 463 (500-1)	4140-1½ 463 (500-1½)	4240-2 563 (600-2)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

HI-ILS or LOC/DME RWY 3

LOC I-SMR	APCH CRS	Rwy ldg 10,502
111.3	029°	TDZE 3680
Chan 50		Arpt Elev 3680

JAL 177 [USAF]

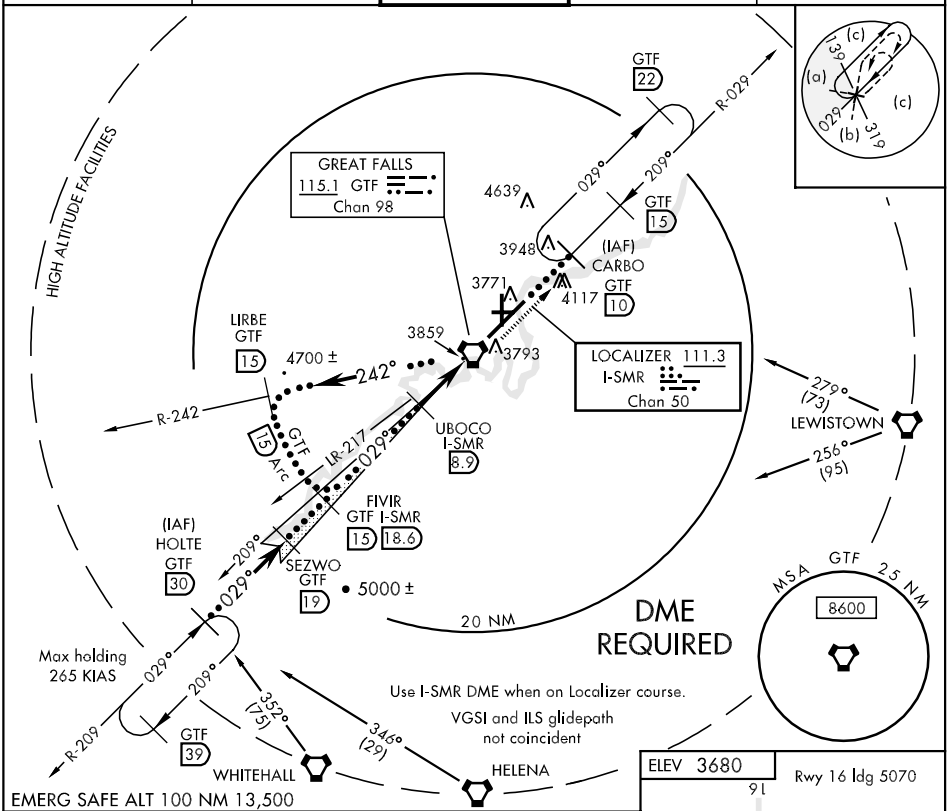
GREAT FALLS INTL (KGTF)

* When ALS inop, increase CAT C RVR to 50 and vis to 1 mile.

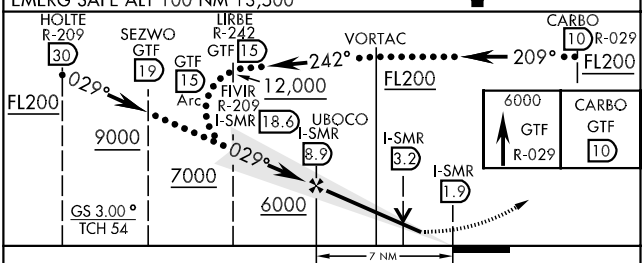
ALSF-2

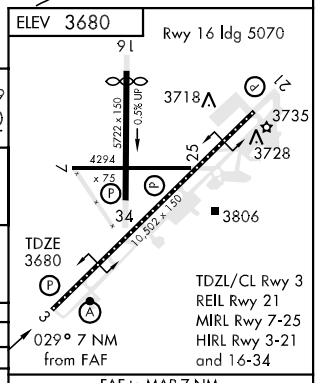
MISSED APPROACH: Climb to 6000 via GTF VORTAC R-029to CARBO 10 DME and hold.

ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON	CLNC DEL
126.6 269.0	128.6 259.1	118.7 282.2	121.7 348.6	121.7 348.6



EMERG SAFE ALT 100 NM 13,500





CATEGORY	C	D	E
S-ILS 3	3880/24	200	(200-½)
S-LOC 3 *	4160/40 480 (500-¾)	4160/50 480 (500-1)	4160/60 480 (500-1¼)
CIRCLING	4160-1½ 480 (500-1½)	4240-2 560 (600-2)	4420-2½ 740 (800-2½)

FAF to MAP 7 NM					
Knots	120	140	160	180	200
Min:Sec	3:30	3:00	2:38	2:20	2:06

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

HI-VOR/DME or TACAN RWY 3

VORTAC GTF	APCH CRS	Rwy ldg 10,502
115.1	029°	TDZE 3674
Chan 98		Arpt Elev 3680

JAL 177 [USAF]

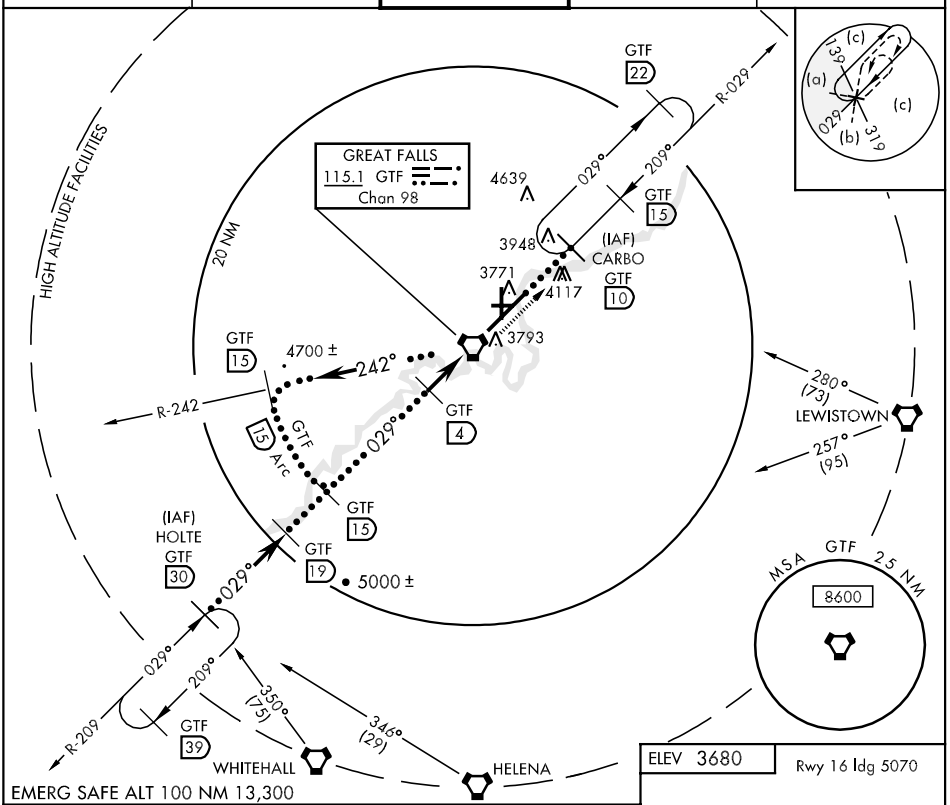
GREAT FALLS INTL (KGTF)

* When ALS inop, increase CAT DE RVR to 60 and vis to 1¼ miles.

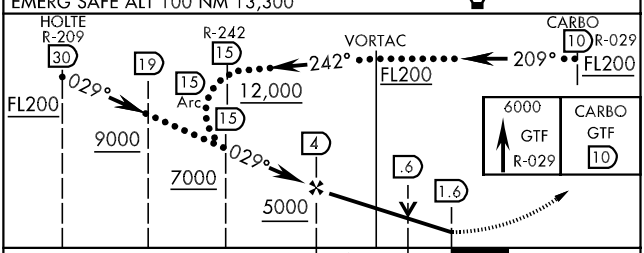
ALSF-2

MISSED APPROACH: Climb to 6000 via GTF R-029 to CARBO 10 DME and hold.

ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON	CLNC DEL
126.6 269.0	128.6 259.1	118.7 282.2	121.7 348.6	121.7 348.6

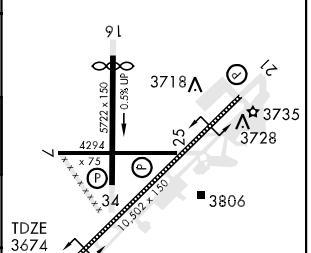


EMERG SAFE ALT 100 NM 13,300



ELEV 3680

Rwy 16 ldg 5070



TDZ/CL Rwy 3
REIL Rwy 21
MIRL Rwy 7-25
HIRL Rwy 3-21
and 16-34

CATEGORY	C	D	E
S-3 *	4060/24 386 (400-½)	4060/50 386 (400-1)	
CIRCLING	4140-1½ 466 (500-1½)	4240-2 566 (600-2)	4420-2¾ 746 (800-2¾)

NW-1, 23 SEP 2010 to 21 OCT 2010

HI-VOR/DME or TACAN RWY 21

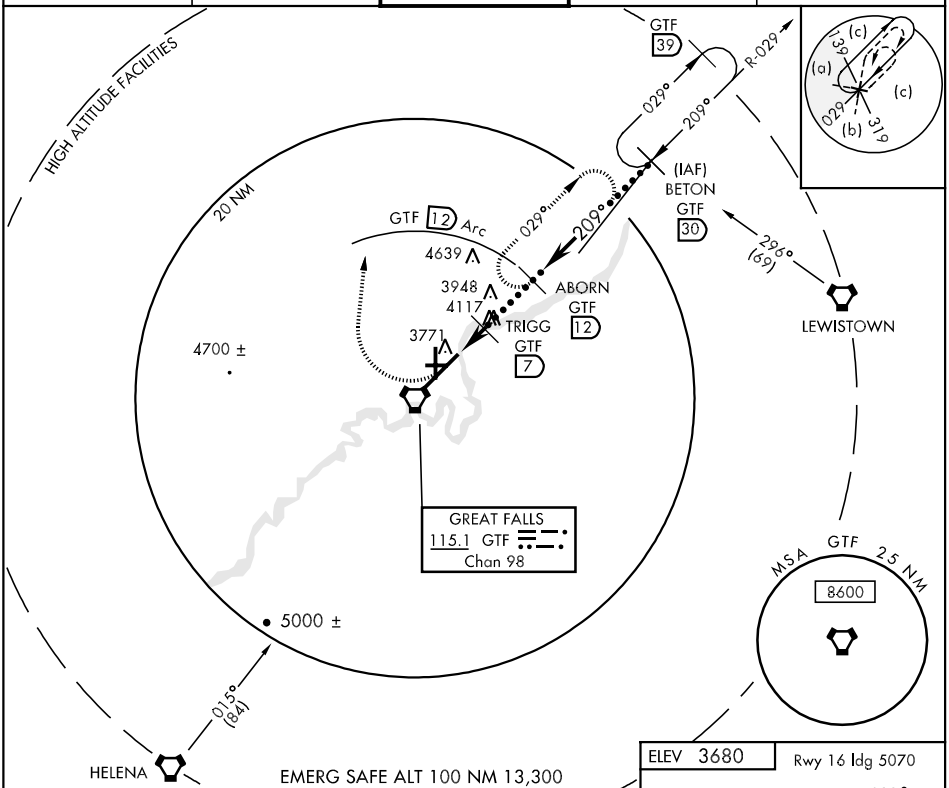
VORTAC GTF	APCH CRS	Rwy ldg 10,502
115.1	209°	TDZE 3665
Chan 98		Arpt Elev 3680

JAL-177 [USAF]

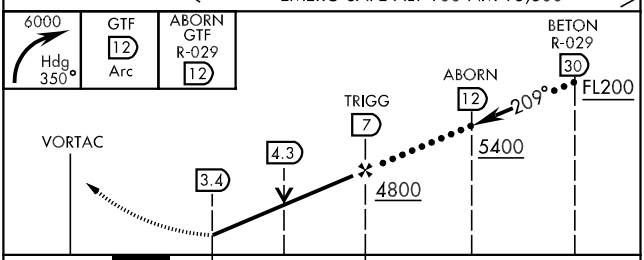
GREAT FALLS INTL (KGTF)

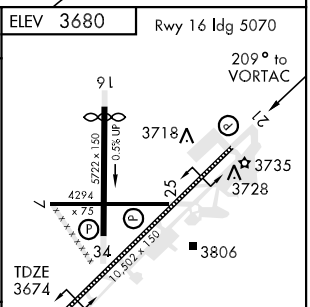
MISSED APPROACH: Climbing right turn to 6000 heading 350°, intercept GTF 12 DME Arc to ABORN 12 DME and hold.

ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON	CLNC DEL
126.6 269.0	128.6 259.1	118.7 282.2	121.7 348.6	121.7 348.6



EMERG SAFE ALT 100 NM 13,300





CATEGORY	C	D	E
S-21	4000-1 335 (400-1)		4000-1¼ 335 (400-1 ¼)
CIRCLING	4140-1½ 466 (500-1½)	4240-2 566 (600-2)	4420-2¾ 746 (800-2¾)

NW-1, 23 SEP 2010 to 21 OCT 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE,WY		
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY (PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID		
LEWISTON-NEZ PERCE COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr. Short distance between rwys.
PORTLAND, OR		
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
SEATTLE, WA		
BOEING FIELD/		
KING COUNTY INTL (BFI)	HS 1	Twy Z restricted access area.
	HS 2	Rwy 13R-31L and Twy A9. Wrong rwy departure risk.
SEATTLE, WA		
SEATTLE-TACOMA INTL (SEA)	HS 1	Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

23 SEP 2010 to 21 OCT 2010

LOC/DME I-SMR	APP CRS	Rwy ldg	10502
111.3	029°	TDZE	3680
Chan 50		Apt Elev	3680

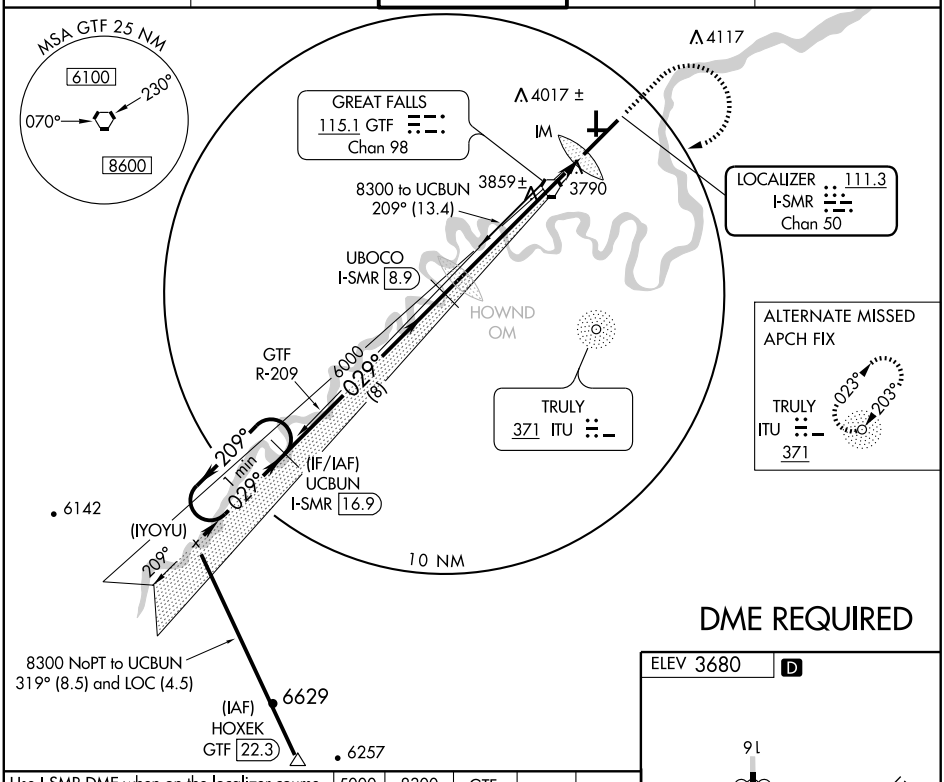
ILS or LOC/DME RWY 3

GREAT FALLS INTL (GTF)

ALSF-2

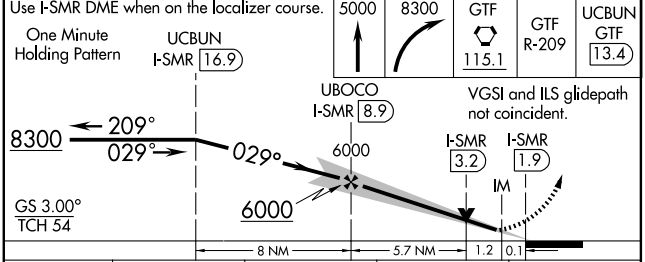
MISSED APPROACH: Climb to 5000 then climbing right turn to 8300 direct GTF VORTAC then via GTF VORTAC R-209 to UCBUN/GTF VORTAC 13.4 DME and hold.

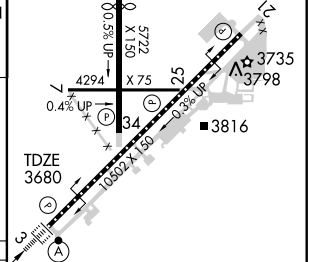
ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON	CLNC DEL
126.6 269.0	128.6 259.1	118.7 282.2	121.7 348.6	121.7 348.6



Use I-SMR DME when on the localizer course.

5000	8300	GTF 115.1	GTF R-209	UCBUN GTF 13.4





CATEGORY	A	B	C	D
S-ILS 3	3880/18 200 (200-½)			
S- LOC 3	4160/24 480 (500-½)		4160/40 480 (500-¾)	4160/50 480 (500-1)
CIRCLING	4160-1 480 (500-1)		4160-1½ 480 (500-1½)	4240-2 560 (600-2)

TDZ/CL Rwy 3
MIRL Rwy 7-25
REIL Rwy 21
HIRL Rwys 3-21 and 16-34

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

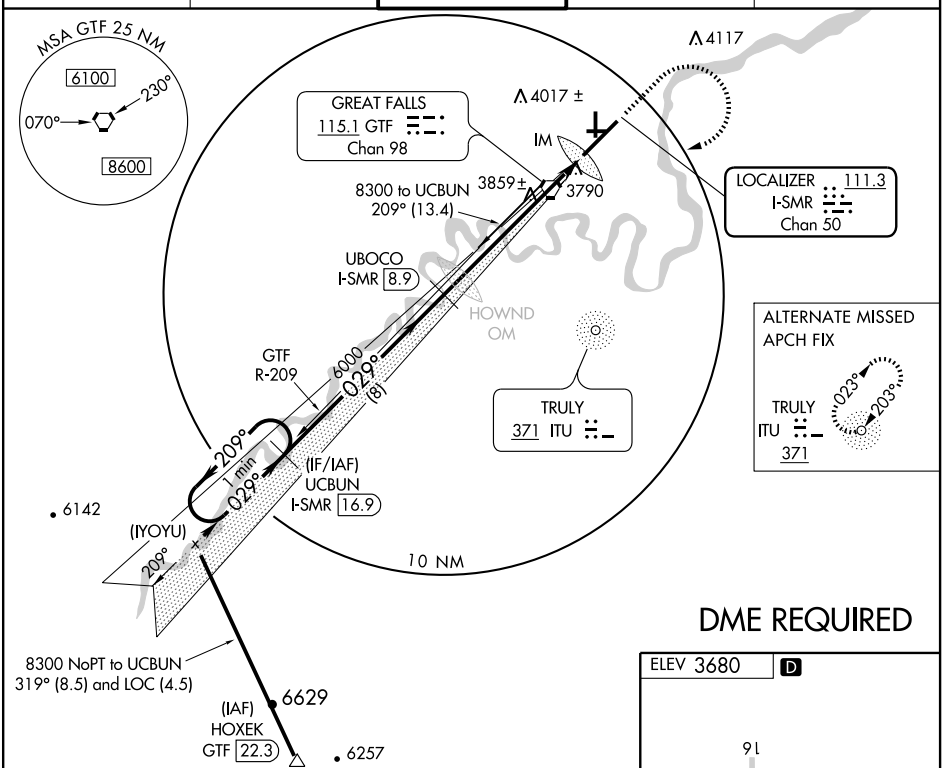
LOC/DME I-SMR	APP CRS	Rwy ldg	10502
111.3	029°	TDZE	3680
Chan 50		Apt Elev	3680

ILS RWY 3 (CAT II)
GREAT FALLS INTL (GTF)

ALSF-2

MISSED APPROACH: Climb to 5000 then climbing right turn to 8300 direct GTF VORTAC then via GTF VORTAC R-209 to UCBUN/GTF VORTAC 13.4 DME and hold.

ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON	CLNC DEL
126.6 269.0	128.6 259.1	118.7 282.2	121.7 348.6	121.7 348.6



Use I-SMR DME when on the localizer course.

One Minute Holding Pattern

UCBUN I-SMR 16.9

5000	8300	GTF 115.1	GTF R-209	UCBUN GTF 13.4

UBOCO I-SMR 8.9

VGSI and ILS glidepath not coincident.

8300 ← 209° 029° → 029° 6000 DH RA 96 IM 3680 MSL

6000

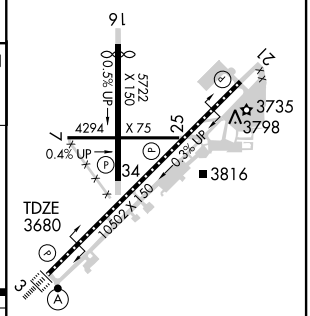
GS 3.00°
TCH 54

8 NM | 6.9 NM | 885' | 1099'

CATEGORY	A	B	C	D
S-ILS 3	RA 96/12 100 DA 3780			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 3680 D



TDZ/CL Rwy 3
MIRL Rwy 7-25
REIL Rwy 21
HIRL Rwys 3-21 and 16-34

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

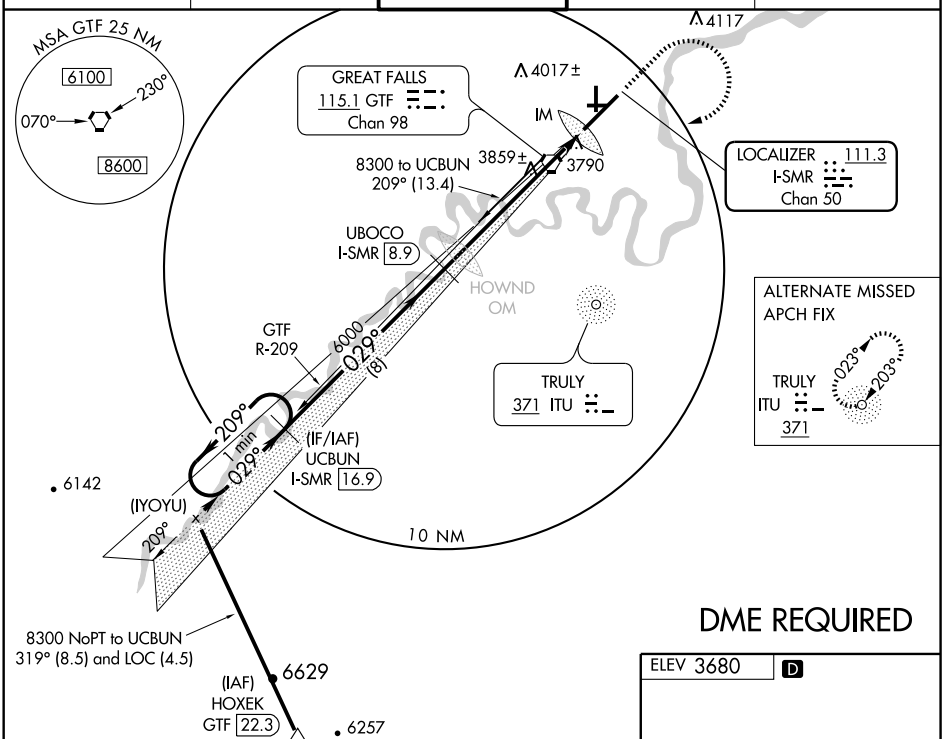
LOC/DME I-SMR	APP CRS	Rwy ldg	10502
111.3	029°	TDZE	3680
Chan 50		Apt Elev	3680

ILS RWY 3 (CAT III)
GREAT FALLS INTL (GTF)

ALSF-2

MISSED APPROACH: Climb to 5000 then climbing right turn to 8300 direct GTF VORTAC then via GTF VORTAC R-209 to UCBUN/GTF VORTAC 13.4 DME and hold.

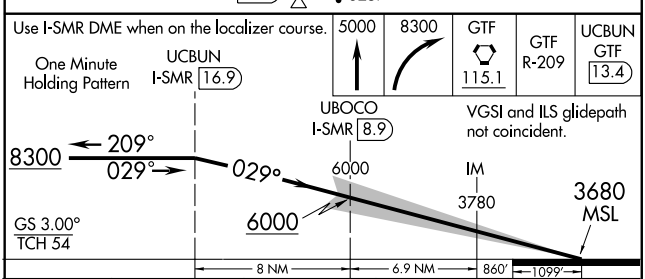
ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON	CLNC DEL
126.6 269.0	128.6 259.1	118.7 282.2	121.7 348.6	121.7 348.6



DME REQUIRED

Use I-SMR DME when on the localizer course.

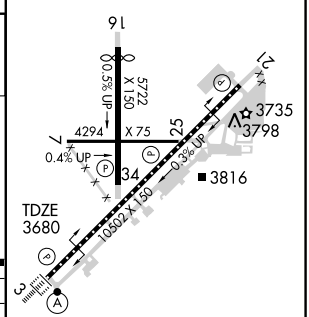
5000	8300	GTF 115.1	GTF R-209	UCBUN GTF 13.4



CATEGORY	A	B	C	D
S-ILS 3		CAT IIIa	RVR 07	
S-ILS 3		CAT IIIb	RVR 06	
S-ILS 3		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 3680 D



TDZ/CL Rwy 3
MIRL Rwy 7-25
REIL Rwy 21
HIRL Rwys 3-21 and 16-34

NW-1, 23 SEP 2010 to 21 OCT 2010

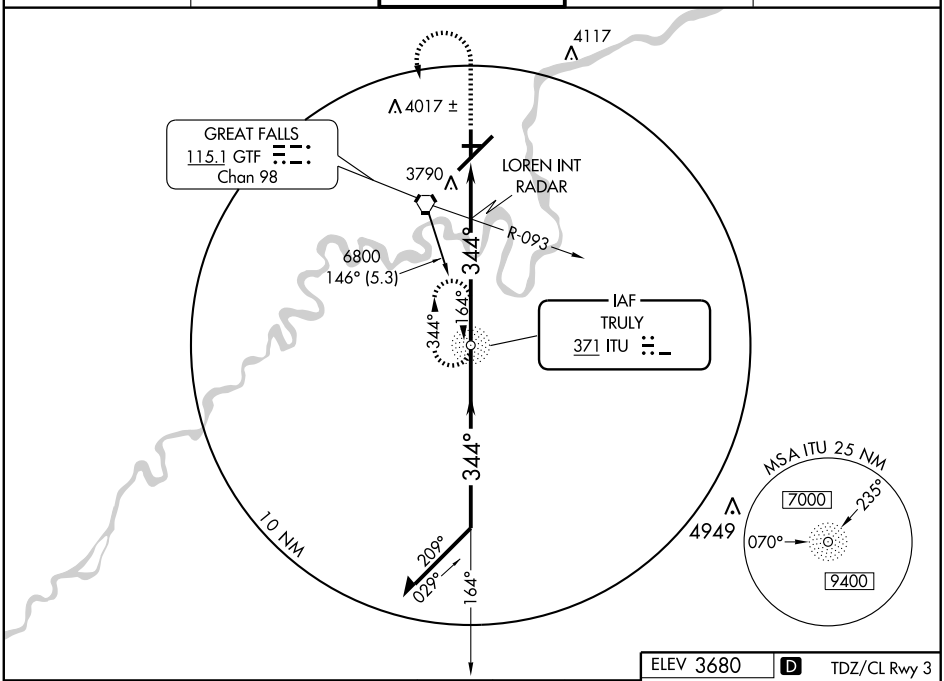
NW-1, 23 SEP 2010 to 21 OCT 2010

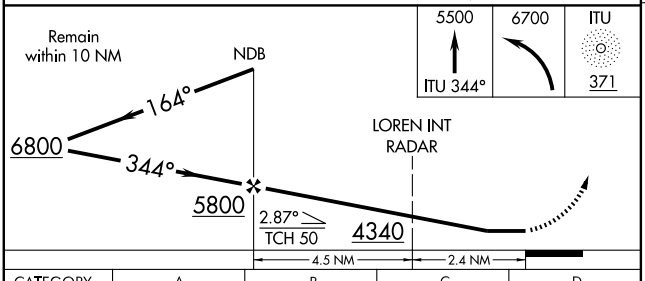
NDB ITU	APP CRS	Rwy ldg	5070
371	344°	TDZE	3667
		Apt Elev	3680

NDB RWY 34
GREAT FALLS INTL (GTF)

MISSED APPROACH: Climb to 5500 via ITU NDB 344° bearing, then left turn to 6700 direct ITU NDB and hold.

ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON	CLNC DEL
126.6 269.0	128.6 259.1	118.7 282.2	121.7 348.6	121.7 348.6

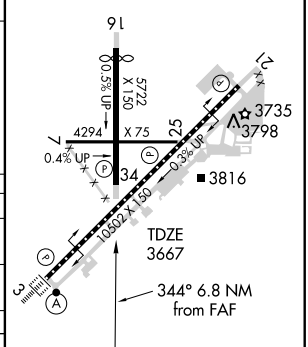




CATEGORY	A	B	C	D
S-34	4340-1 673 (700-1)		4340-2 673 (700-2)	4340-2¼ 673 (700-2¼)
CIRCLING	4340-1 660 (700-1)		4340-2 660 (700-2)	4340-2¼ 660 (700-2¼)
LOREN INT/RADAR MINIMUMS				
S-34	4120-1 453 (500-1)		4120-1¼ 453 (500-1¼)	4120-1½ 453 (500-1½)
CIRCLING	4120-1 440 (500-1)	4140-1 460 (500-1)	4140-1½ 460 (500-1½)	4240-2 560 (600-2)

ELEV 3680 D

TDZ/CL Rwy 3
REIL Rwy 21
MIRL Rwy 7-25
HIRL Rwys 3-21 and 16-34



FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 70602 W03A	APP CRS 029°	Rwy ldg 10502 TDZE 3680 Apt Elev 3680

RNAV (GPS) RWY 3
GREAT FALLS INTL (GTF)

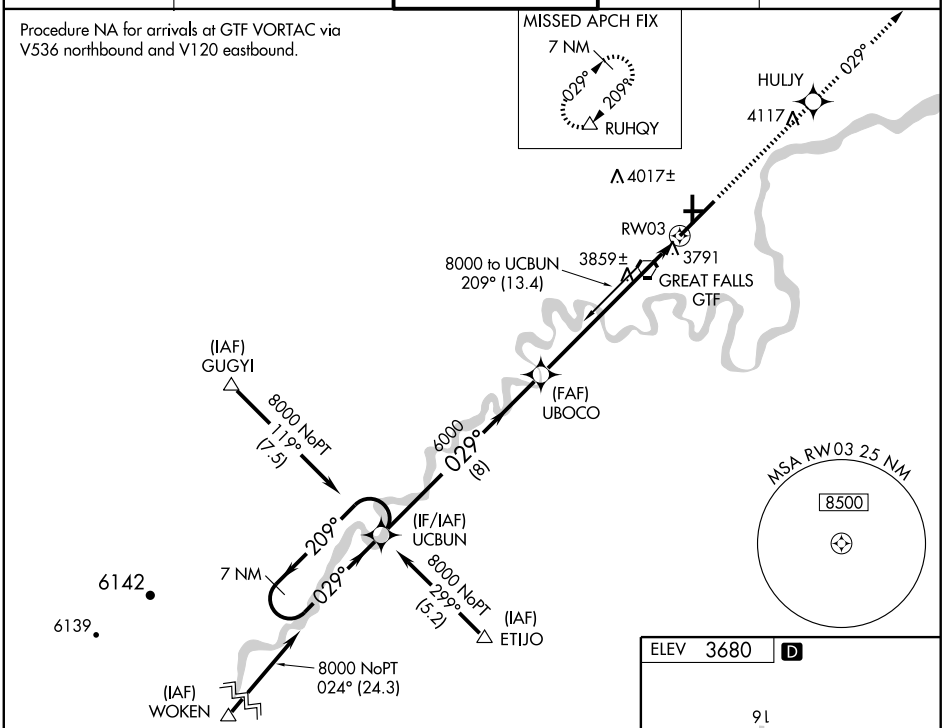
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 42°C (107°F).

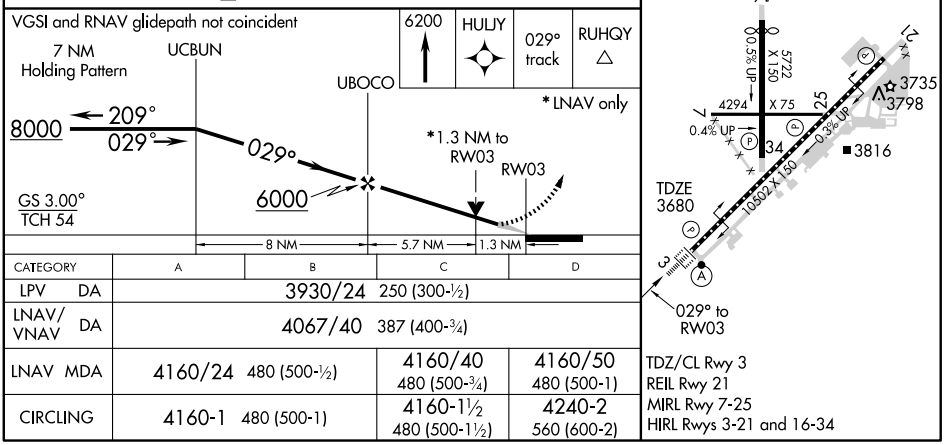
ALSF-2

MISSED APPROACH: Climb to 6200 direct HULJY and via 029° track to RUHQY and hold.

ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON	CLNC DEL
126.6 269.0	128.6 259.1	118.7 282.2	121.7 348.6	121.7 348.6

Procedure NA for arrivals at GTF VORTAC via V536 northbound and V120 eastbound.





CATEGORY	A	B	C	D
LPV DA	3930/24 250 (300-½)			
LNAV/VNAV DA	4067/40 387 (400-¾)			
LNAV MDA	4160/24 480 (500-½)		4160/40 480 (500-¾)	4160/50 480 (500-1)
CIRCLING	4160-1 480 (500-1)		4160-1½ 480 (500-1½)	4240-2 560 (600-2)

TDZ/CL Rwy 3
REIL Rwy 21
MIRL Rwy 7-25
HIRL Rwys 3-21 and 16-34

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

VORTAC GTF 115.1 Chan 98	APP CRS 029°	Rwy ldg 10502 TDZE 3680 Apt Elev 3680

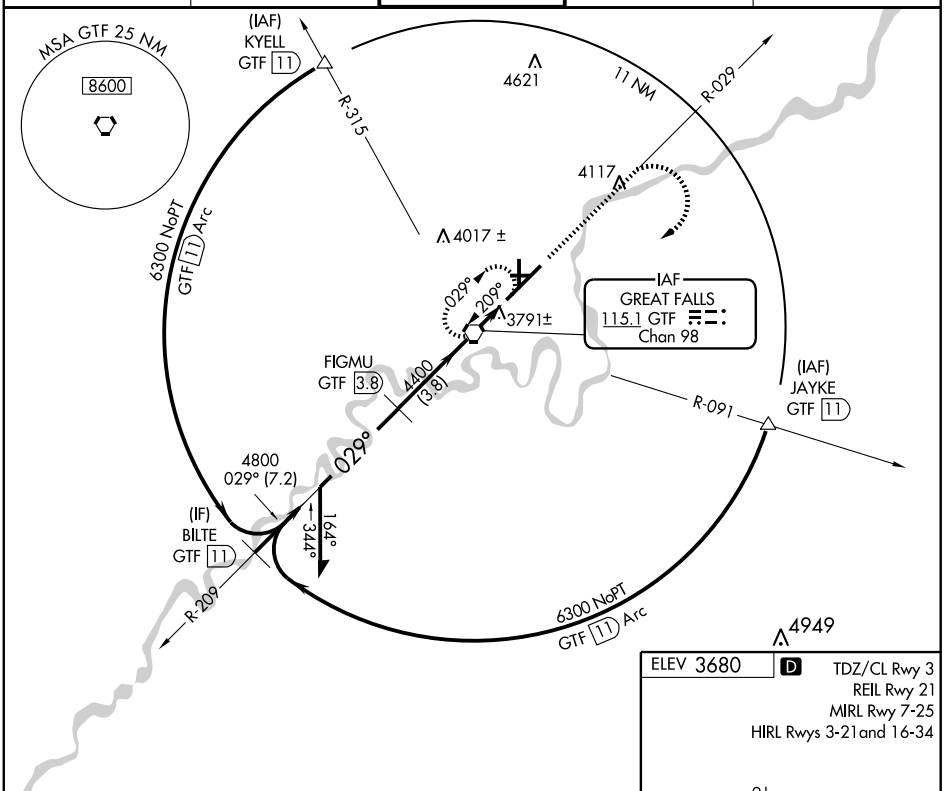
VOR/DME RWY 3
GREAT FALLS INTL (GTF)

For inoperative ALSF-2, increase S-3 Cat. D visibility to RVR 6000.

ALSF-2

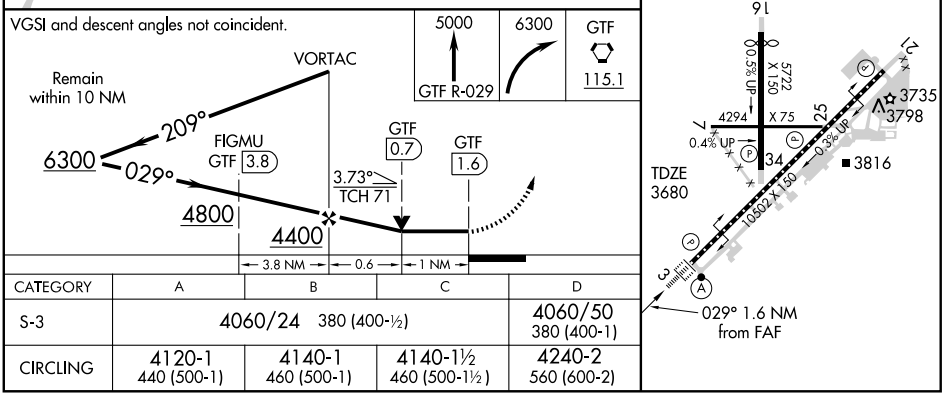
MISSED APPROACH: Climb to 5000 via GTF VORTAC R-029 then climbing right turn to 6300 direct GTF VORTAC and hold, continue climb-in-hold to 6300.

ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON	CLNC DEL
126.6 269.0	128.6 259.1	118.7 282.2	121.7 348.6	121.7 348.6



ELEV 3680 D

TDZ/CL Rwy 3
REIL Rwy 21
MIRL Rwy 7-25
HIRL Rwys 3-21and 16-34



CATEGORY	A	B	C	D
S-3	4060/24 380 (400-½)			4060/50 380 (400-1)
CIRCLING	4120-1 440 (500-1)	4140-1 460 (500-1)	4140-1½ 460 (500-1½)	4240-2 560 (600-2)

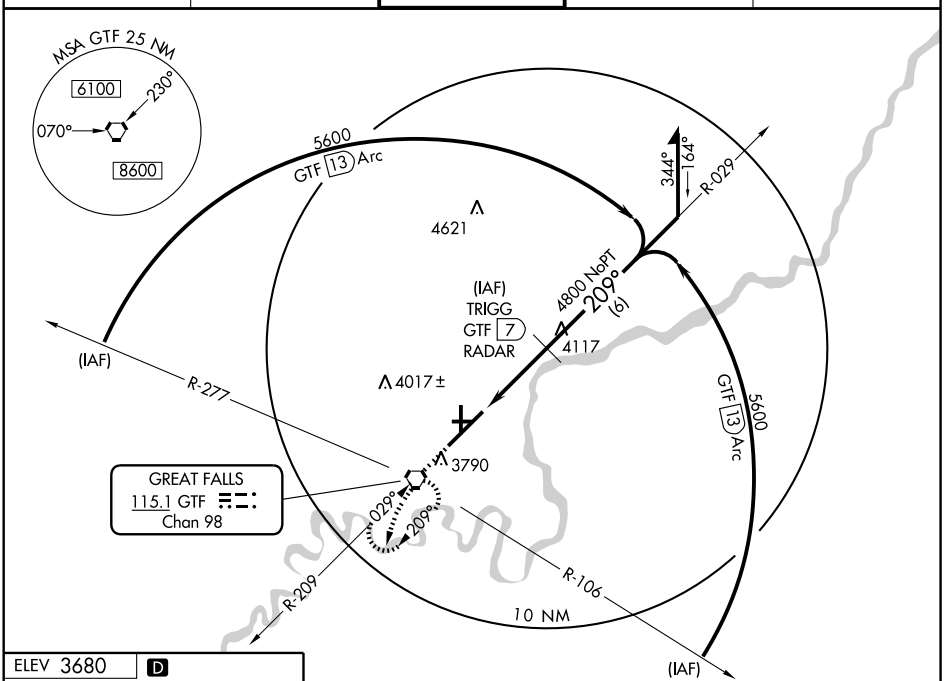
NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

VORTAC GTF	APP CRS	Rwy ldg	10502
115.1	209°	TDZE	3669
Chan 98		Apt Elev	3680

VOR RWY 21
GREAT FALLS INTL (GTF)

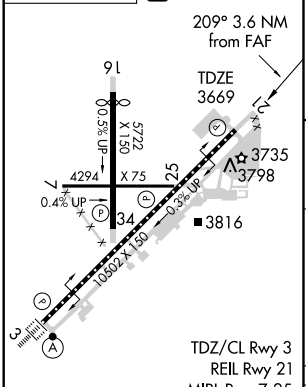
MISSED APPROACH: Climb direct to GTF VORTAC continue climb to 5500 in GTF VORTAC holding pattern.

ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON	CLNC DEL
126.6 269.0	128.6 259.1	118.7 282.2	121.7 348.6	121.7 348.6



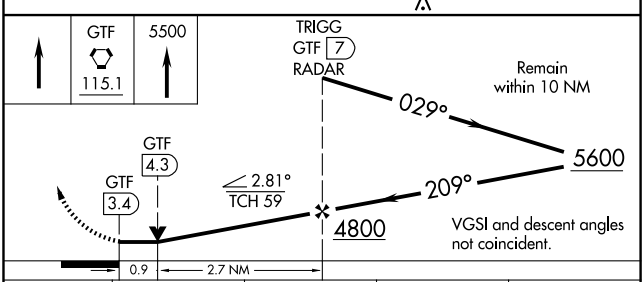
NW-1, 23 SEP 2010 to 21 OCT 2010

ELEV 3680 D



FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-21	4000-1 331 (400-1)			
CIRCLING	4120-1 440 (500-1)	4140-1 460 (500-1)	4140-1½ 460 (500-1½)	4240-2 560 (600-2)

HAMILTON

RAVALLI CO (6S5) 1 E UTC−7(−6DT) N46°15.09′ W114°07.53′ — GREAT FALLS

3642 B S4 **FUEL** 100LL, JET A TPA—4442 (800) NOTAM FILE GTF — L–13C

RWY 16–34: H4200X75 (ASPH–PFC) S–17, D–25 MIRL 0.9% up S — IAP

RWY 16: PAPI(P2L)—GA 3.0° TCH 35′. Trees.

RWY 34: PAPI(P2L)—GA 3.3° TCH 25′. Trees.

AIRPORT REMARKS: Attended 1500–0000Z‡. Ultralight activity on and invof arpt. Sailplane on and invof arpt during dalgt hours. Loose asph material on parallel twy for Rwy 16–34. Twy markings faded/missing. ACTIVATE MIRL Rwy 16–34 and PAPI Rwy 16 and Rwy 34—CTAF. For MIRL Rwy 16–34 during dalgt hours ctc arpt manager 406–375–9149.

WEATHER DATA SOURCES: AWOS–A 119.825 (406) 375–9149, press *3. Plus visibility.

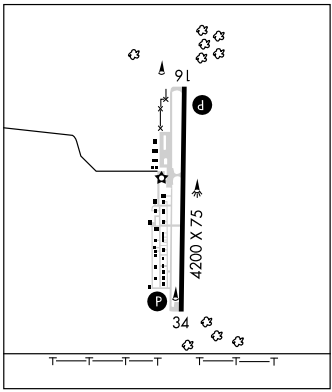
COMMUNICATIONS: CTAF/UNICOM 122.8

SPOKANE APP/DEP CON 124.9

SALT LAKE CENTER APP/DEP CON 133.4 North, 132.4 South

RADIO AIDS TO NAVIGATION: NOTAM FILE MSO.

MISSOULA (L) VORW/DME 112.8 MSO Chan 75 N46°54.48′ W114°05.02′ 166° 39.4 NM to fld. 3202/17E.



ROTORCRAFT HELIPORT (M62) 2 S UTC−7(−6DT) N46°12.40′ W114°09.18′ — GREAT FALLS

3630 S4 NOTAM FILE GTF

HELIPAD H1: H55X50 (CONC)

HELIPORT REMARKS: Attended Mon–Fri 1500–0000Z‡.

COMMUNICATIONS: CTAF/UNICOM 122.8

HARDIN

FAIRGROUNDS AIRPARK (FØ2) 1 SE UTC−7(−6DT) N45°43.50′ W107°36.04′ — BILLINGS

2911 B S2 NOTAM FILE GTF — L–13D

RWY 04–22: H3542X60 (ASPH) S–15, D–23 LIRL (NSTD)

RWY 04: Thld dsplcd 224′. Tree.

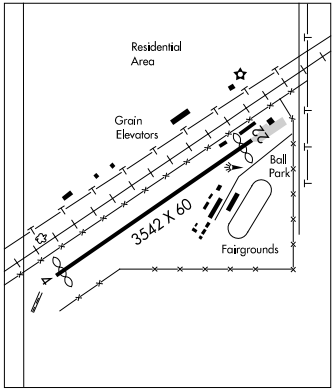
RWY 22: Thld dsplcd 168′. Antenna.

AIRPORT REMARKS: Attended Mon–Fri 1600–0000Z‡. Unattended during winter months. Rotating beacon OTS indef. Dsplcd thld marked but not lgtd, thld dsplcd for day ops only. Rwy 04–22 large cracks with weeds growing through surface and encroaching borders. Rwy 04–22 NSTD LIRL thld lgts 6′ forward of marked thld and spaced 4′ apart starting 5′ from rwy edge. Rwy 04 thld lgts 25′ forward of end of rwy.

COMMUNICATIONS: CTAF/UNICOM 122.8

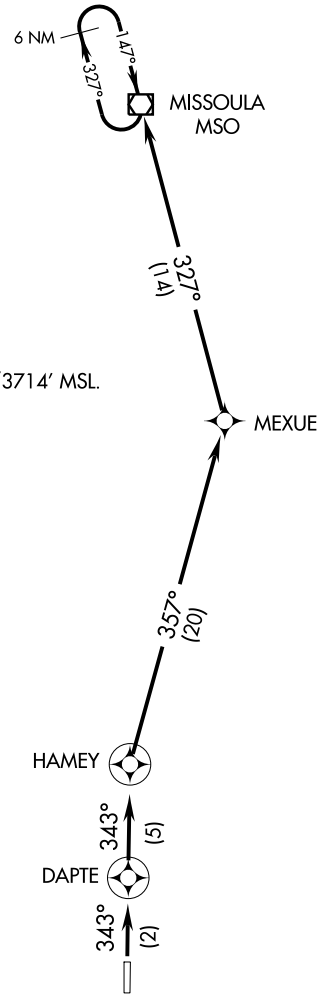
RADIO AIDS TO NAVIGATION: NOTAM FILE BIL.

BILLINGS (H) VORTACW 114.5 BIL Chan 92 N45°48.51′ W108°37.48′ 082° 43.3 NM to fld. 3808/14E.



HAMEY ONE DEPARTURE (RNAV) (OBSTACLE)

SPOKANE DEP CON
124.9 298.95
SALT LAKE CITY CENTER
133.4 285.4



TAKE-OFF MINIMUMS
Rwy 16: NA, Obstacles.
Rwy 34: Standard.

TAKE-OFF OBSTACLES
Rwy 34: tree 1044′ from DER,
258′ right of centerline, 80′ AGL/3714′ MSL.
Rwy 16: NA, Obstacles.

NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Not authorized, Obstacles.
TAKE-OFF RWY 34: Climb to 9000 direct DAPTE WP, direct HAMEY WP, then via depicted route to MSO VOR/DME, Thence....

....all aircraft climb in MSO VOR/DME holding pattern (hold NW, RT, 147° inbound) to cross MSO VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.

NW-1, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS)-A

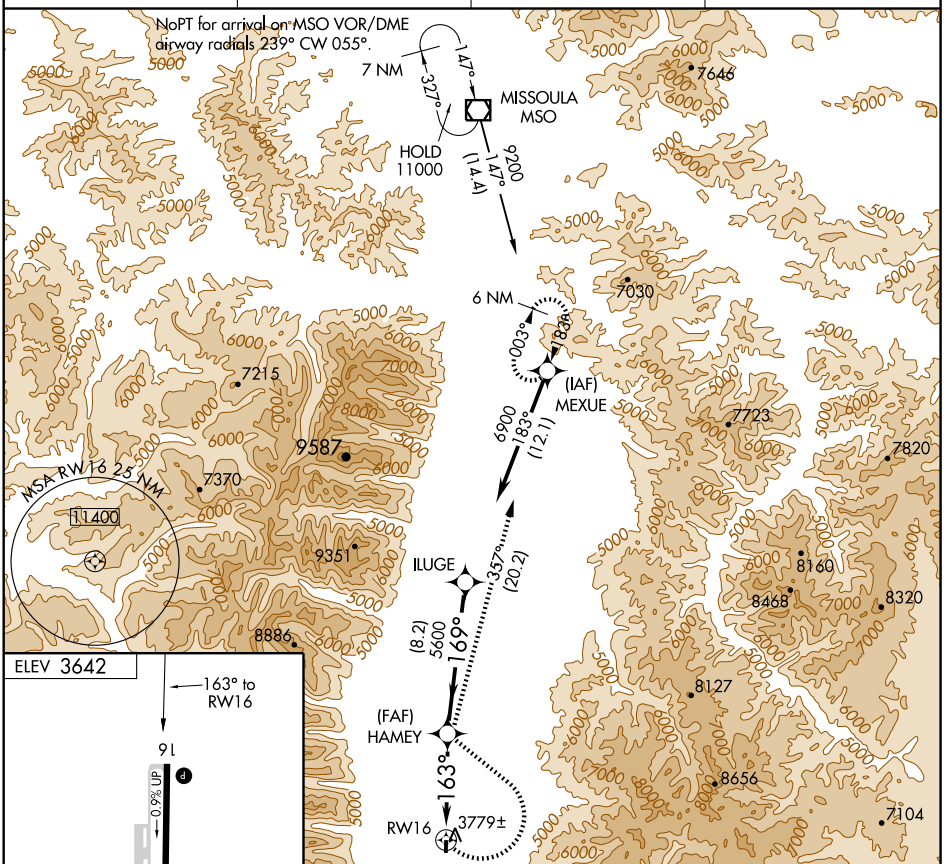
HAMILTON/ RAVALLI COUNTY (6S5)

APP CRS	Rwy ldg	N/A
163°	TDZE	N/A
	Apt Elev	3642

DME/DME RNP-0.3 NA.
NA When local altimeter setting not received, procedure NA. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 10000 direct HAMEY WP and right turn via 357° track to MEXUE WP and hold.

AWOS-A	SPOKANE APP CON★	SALT LAKE CITY CENTER	UNICOM
119.825	124.9 298.95	133.4 285.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	4660-1¼ 1018 (1100-1¼)	4660-1½ 1018 (1100-1½)	NA	

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	N/A
001°	TDZE	N/A
	Apt Elev	3642

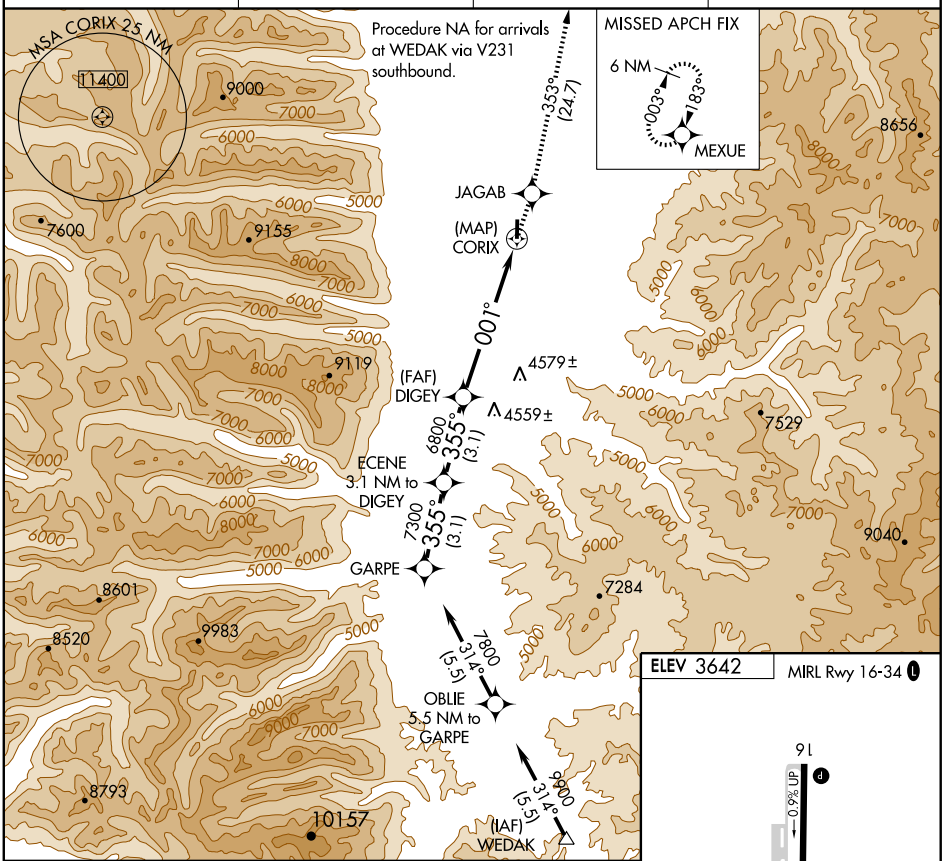
RNAV (GPS)-B

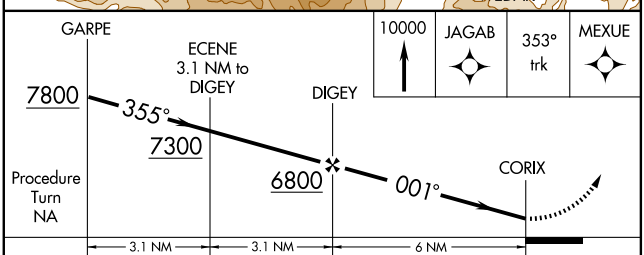
HAMILTON/ RAVALLI COUNTY (6S5)

DME/DME RNP-0.3 NA.
NA When local altimeter setting not received, procedure NA. Procedure NA at night.

MISSED APPROACH: Climb to 10000 direct JAGAB WP and via 353° track to MEXUE WP and hold.

AWOS-A	SPOKANE APP CON ★	SALT LAKE CITY CENTER	UNICOM
119.825	124.9 298.95	132.4 338.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	4740-1¼ 1098 (1100-1¼)	4740-1½ 1098 (1100-1½)	NA	

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

HARLOWTON

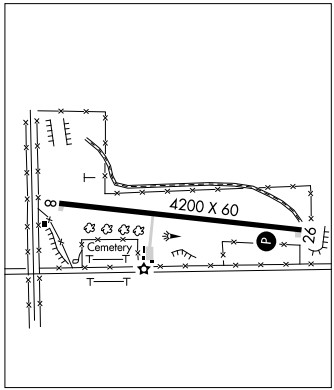
WHEATLAND CO AT HARLOWTON (HWQ) 2 NW UTC−7(−6DT) **GREAT FALLS**
N46°26.92′ W109°51.17′ **L–13D**
4311 B NOTAM FILE 3HT

RWY 08–26: H4200X60 (ASPH) S–12 MIRL
RWY 08: Brush. **RWY 26:** PAPI(P2L)—GA 3.0° TCH 34′. Poles.

AIRPORT REMARKS: Unattended. Deer on and in vicinity of rwy, especially during nighttime hours. ACTIVATE MIRL Rwy 08–26 and PAPI Rwy 26—CTAF.

COMMUNICATIONS: CTAF 122.9
HARLOWTON RCO 122.4 (GREAT FALLS RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE LWT.
LEWISTOWN (H) VORW/DME 112.0 LWT Chan 57 N47°03.18′ W109°36.37′ 181° 37.7 NM to fld. 4133/15E.



HAUSER N46°34.13′ W111°45.48′. NOTAM FILE HLN. **GREAT FALLS**
NDB (MHW) 386 HAU 268° 9.6 NM to Helena Rgnl. Unmonitored when Helena tower closed. **L–13C**

HAVRE CITY–CO (HVR) 3 W UTC−7(−6DT) N48°32.58′ W109°45.74′ **GREAT FALLS**
2591 B S4 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE HVR **H–1E, L–13D**
RWY 08–26: H5205X100 (ASPH) S–50, D–50, 2D–75 MIRL **IAP**
RWY 08: REIL. VASI(V4L)—GA 3.0° TCH 40′.
RWY 26: REIL. VASI(V4L)—GA 3.0° TCH 38′. Road.
RWY 03–21: H3699X60 (ASPH) S–12.5 MIRL
RWY 21: PAPI(P2R)—GA 3.0° TCH 22′. Hill.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–3699	TODA–3699	ASDA–3699	LDA–3699
RWY 08:	TORA–5205	TODA–5205	ASDA–5205	LDA–5205
RWY 21:	TORA–3699	TODA–3699	ASDA–3699	LDA–3699
RWY 26:	TORA–5205	TODA–5205	ASDA–5205	LDA–5205

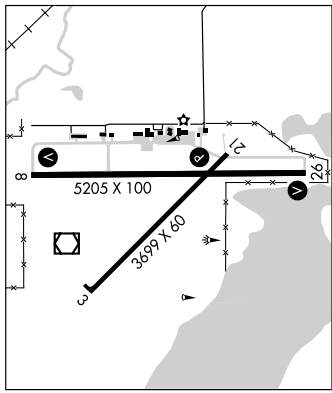
AIRPORT REMARKS: Attended 1300–0230Z‡. Afld sfc condition unmonitored between 0230Z‡ and 1300Z‡. Deer on and invof arpt. Potential large flocks of waterfowl near apch end of Rwy 26. ACTIVATE MIRL Rwy 03–21, REIL Rwy 08 and Rwy 26, VASI Rwy 08 and Rwy 26 and PAPI Rwy 21—CTAF.

WEATHER DATA SOURCES: ASOS 135.225 (406) 265–6638.

COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 123.65 (GREAT FALLS RADIO)

AIRSPACE: CLASS E svc 1300–2100Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE HVR.
(L) VORW/DME 111.8 HVR Chan 55 N48°32.43′ W109°46.20′ at fld. 2583/16E.



HEBBELMAN (See CHINOOK)

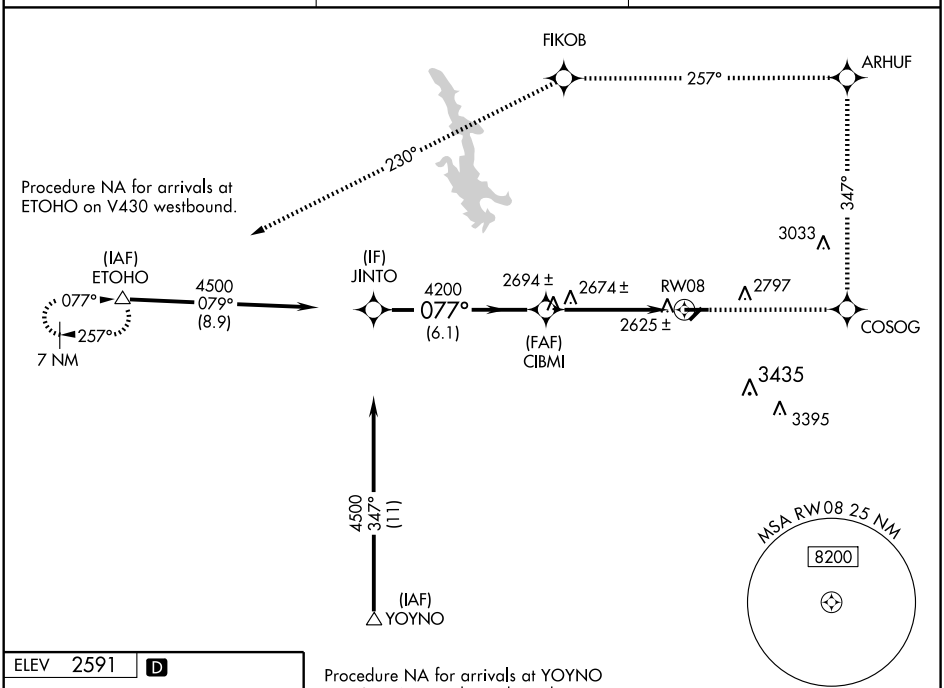
WAAS CH **99316** **W08A**	APP CRS **077°**	Rwy ldg **5205** TDZE **2585** Apt Elev **2591**

RNAV (GPS) RWY 8
HAVRE CITY-COUNTY (HVR)

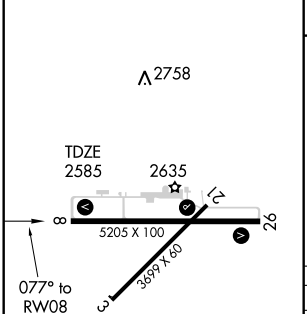
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 8000 direct COSOG and left turn via track 347° to ARHUF and left turn via track 257° to FIKOB and via track 230° to ETOHO and hold.

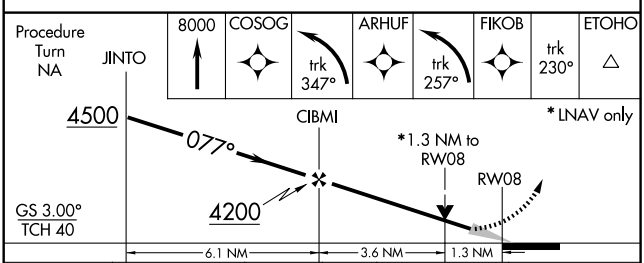
ASOS	GREAT FALLS RADIO	UNICOM
135.225	**123.65**	**122.8** (CTAF) L



Procedure NA for arrivals at YOYNO on V257-611 southwest bound.



REIL Rwys 8 and 26 L
MIRL Rwy 8-26
MIRL Rwy 3-21 L



CATEGORY	A	B	C	D
LPV DA	2835-1 250 (300-1)			
LNAV/VNAV DA	2906-1¼ 321 (400-1¼)			
LNAV MDA	3020-1 435 (500-1)		3020-1¼ 435 (500-1¼)	3020-1½ 435 (500-1½)
CIRCLING	3060-1 469 (500-1)	3100-1 509 (600-1)	3100-1½ 509 (600-1½)	3160-2 569 (600-2)

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

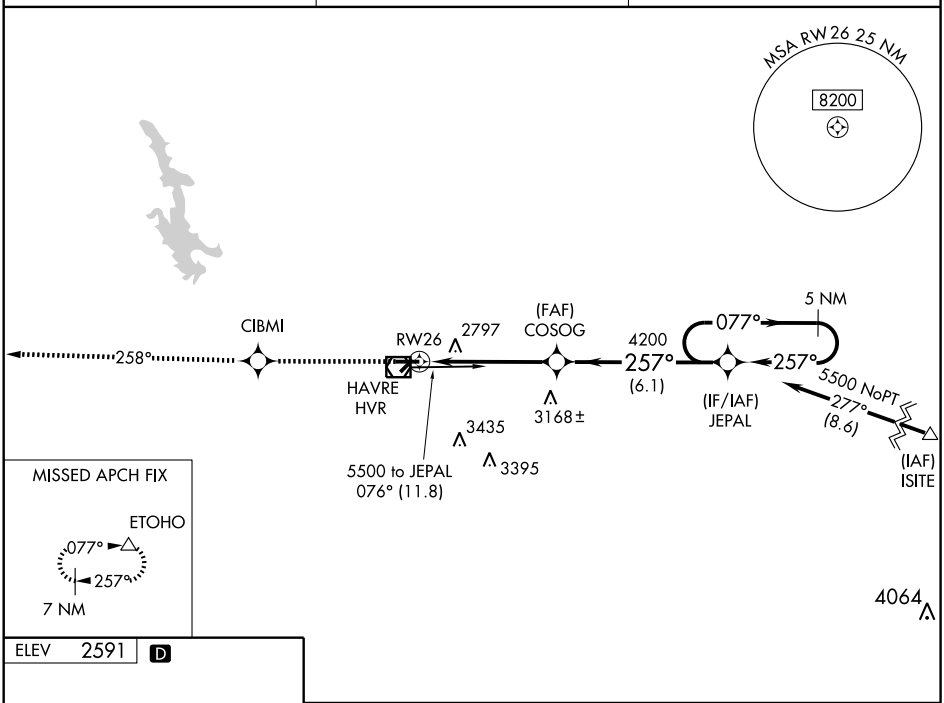
WAAS CH 48816 W26A	APP CRS 257°	Rwy ldg 5205 TDZE 2586 Apt Elev 2591

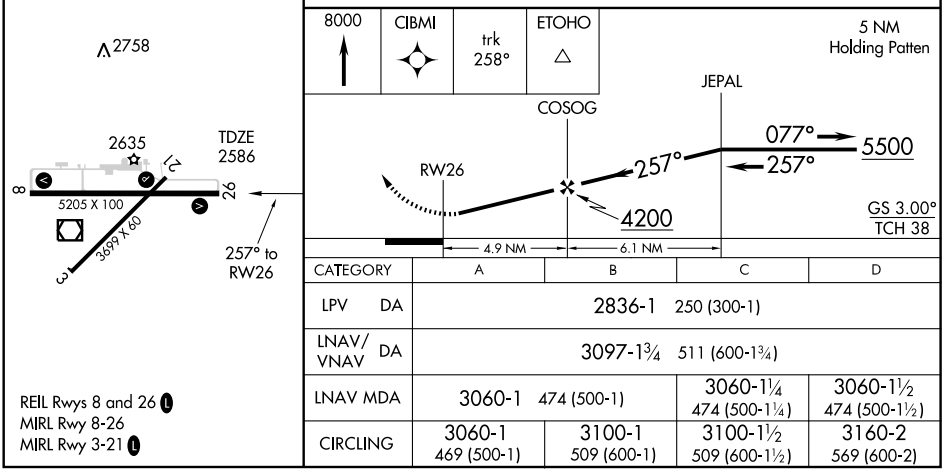
RNAV (GPS) RWY 26
HAVRE CITY-COUNTY (HVR)

When VGSI inoperative, procedure NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 8000 direct CIBMI and via track 258° to ETOHO and hold, continue climb-in-hold to 8000.

ASOS	GREAT FALLS RADIO	UNICOM
135.225	123.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2836-1 250 (300-1)			
LNAV/VNAV DA	3097-1¾ 511 (600-1¾)			
LNAV MDA	3060-1 474 (500-1)		3060-1¼ 474 (500-1¼)	3060-1½ 474 (500-1½)
CIRCLING	3060-1 469 (500-1)	3100-1 509 (600-1)	3100-1½ 509 (600-1½)	3160-2 569 (600-2)

REIL Rwys 8 and 26 L
MIRL Rwy 8-26
MIRL Rwy 3-21 L

NW-1, 23 SEP 2010 to 21 OCT 2010

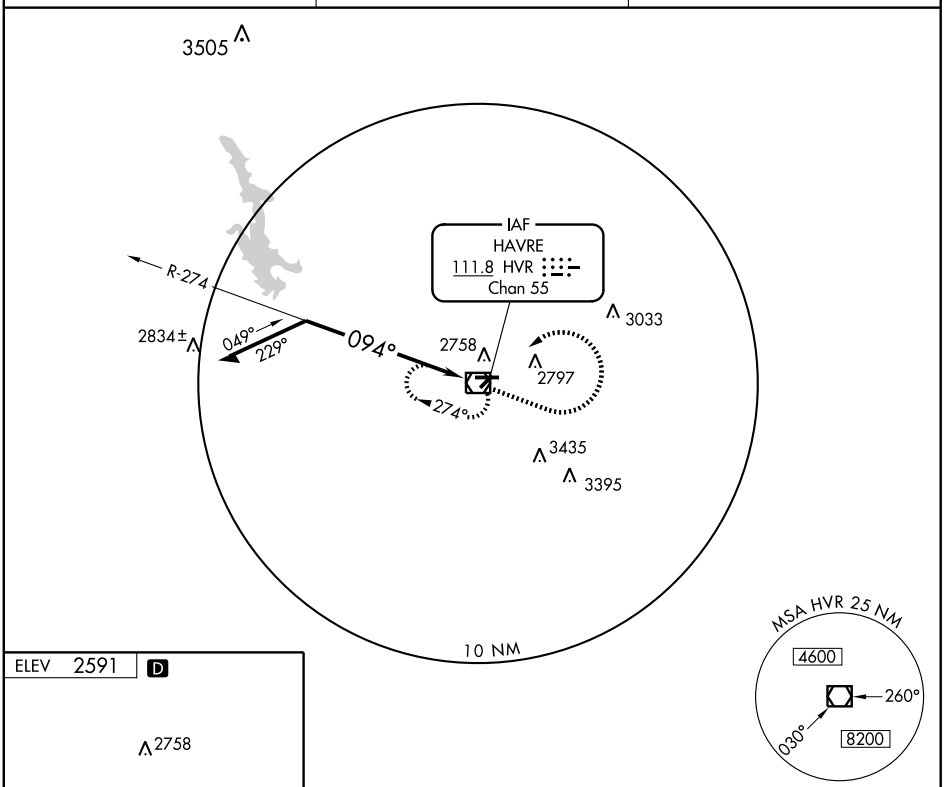
NW-1, 23 SEP 2010 to 21 OCT 2010

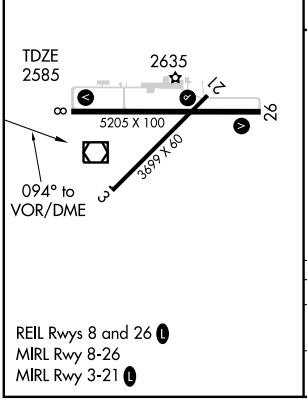
VOR/DME HVR 111.8 Chan 55	APP CRS 094°	Rwy ldg 5205 TDZE 2585 Apt Elev 2591

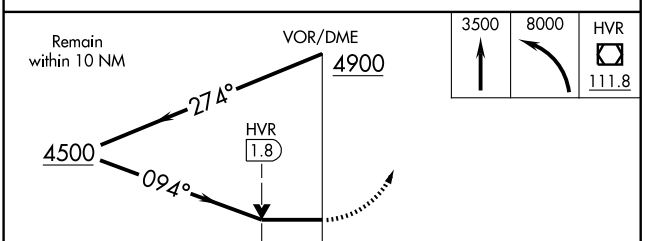
VOR RWY 8
HAVRE CITY-COUNTY (HVR)

MISSED APPROACH: Climb to 3500 then climbing left turn to 8000 direct HVR VOR/DME and hold, continue climb-in-hold to 8000.

ASOS	GREAT FALLS RADIO	UNICOM
135.225	123.65	122.8 (CTAF) L







REIL Rwys 8 and 26 L
MIRL Rwy 8-26
MIRL Rwy 3-21 L

CATEGORY	A	B	C	D
S-8	3140-1 555 (600-1)		3140-1½ 555 (600-1½)	3140-1¾ 555 (600-1¾)
CIRCLING	3140-1 549 (600-1)		3140-1½ 549 (600-1½)	3160-2 569 (600-2)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

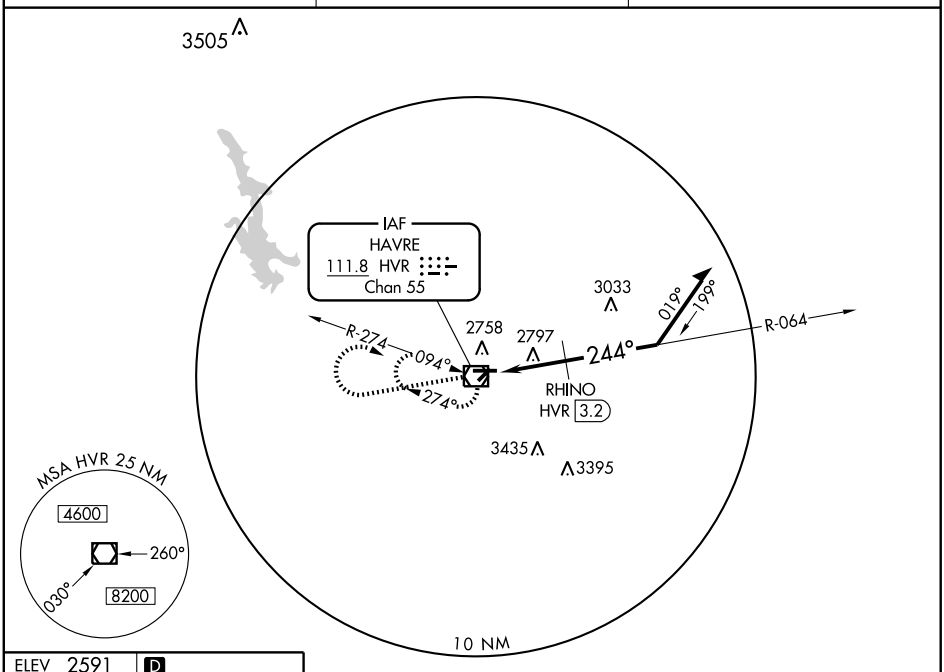
VOR/DME HVR	APP CRS	Rwy ldg	5205
111.8	244°	TDZE	2586
Chan 55		Apt Elev	2591

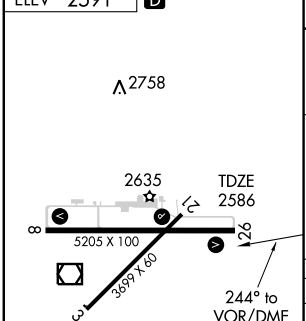
VOR RWY 26
HAVRE CITY-COUNTY (HVR)

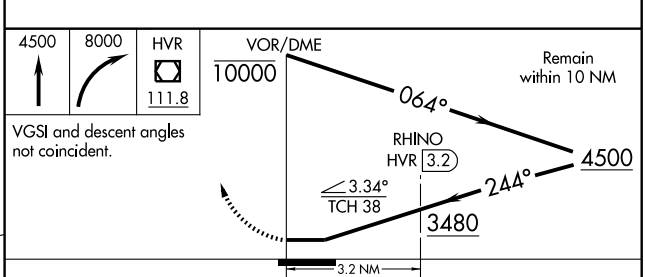
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4500 then climbing right turn to 8000 direct HVR VOR/DME and hold, continue climb-in-hold to 8000.

ASOS	GREAT FALLS RADIO	UNICOM
135.225	123.65	122.8 (CTAF) L





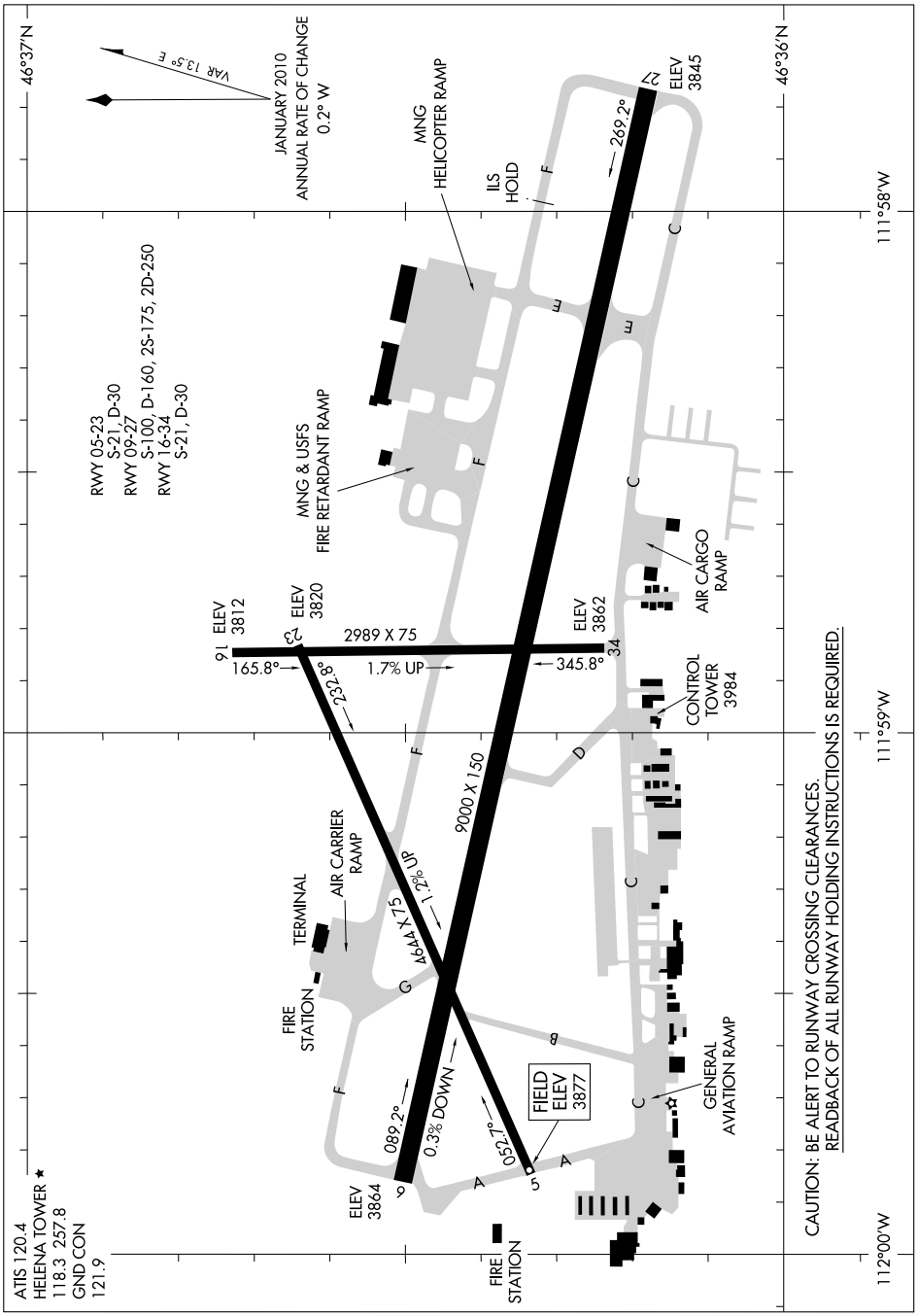


CATEGORY	A	B	C	D
S-26	3480-1¼ 894 (900-1¼)		3480-2¾ 894 (900-2¾)	3480-3 894 (900-3)
CIRCLING	3480-1¼ 889 (900-1¼)		3480-2¾ 889 (900-2¾)	3480-3 889 (900-3)
RHINO FIX MINIMUMS				
S-26	3060-1 474 (500-1)		3060-1¼ 474 (500-1¼)	3060-1½ 474 (500-1½)
CIRCLING	3060-1 469 (500-1)	3100-1 509 (600-1)	3100-1½ 509 (600-1½)	3160-2 569 (600-2)

REIL Rwys 8 and 26 L
MIRL Rwy 8-26
MIRL Rwy 3-21 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010


46°37'N
46°36'N
111°58'W
111°59'W
112°00'W
VAR 13.5° E
JANUARY 2010
ANNUAL RATE OF CHANGE
0.2° W
MNG
HELICOPTER RAMP
ILS
HOLD
269.2°
27
ELEV
3845
RWY 05-23
S-21, D-30
RWY 09-27
S-100, D-160, 2S-175, 2D-250
RWY 16-34
S-21, D-30
MNG & USFS
FIRE RETARDANT RAMP
AIR CARGO
RAMP
ELEV
3812
ELEV
3820
ELEV
3862
16
23
2989 X 75
34
165.8°
1.7% UP
345.8°
232.8°
CONTROL
TOWER
3984
9000 X 150
TERMINAL
AIR CARRIER
RAMP
4444 X 75
1.2% UP
FIRE
STATION
089.2°
0.3% DOWN
052.7°
FIELD
ELEV
3877
GENERAL
AVIATION RAMP
ELEV
3864
6
5
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ATIS 120.4
HELENA TOWER ★
118.3 257.8
GND CON
121.9
FIRE
STATION

HELENA RGNL (HLN)(KHLN) CIV/MIL/ARNG 2 NE UTC−7(−6DT) N46°36.41′ W111°58.97′ 3877 B S4 **FUEL** 80, 100, 100LL, JET A OX 1,3 LRA Class I, ARFF Index B NOTAM FILE HLN

GREAT FALLS
H–1D, L–13C
IAP, DIAP, AD

RWY 09–27: H9000X150 (ASPH–PFC) S–100, D–160, 2S–175, 2D–250 HIRL

RWY 09: REIL. VASI(V4L)—GA 3.0° TCH 45′. Ground. 0.3% down

RWY 27: MALSR. VASI(V4L)—GA 3.0° TCH 55′. Rgt tfc.

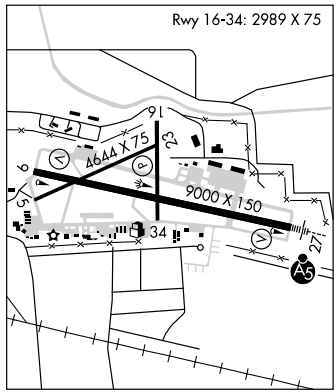
RWY 05–23: H4644X75 (ASPH–PFC) S–21, D–30 MIRL 1.2% up SW

RWY 05: Road.

RWY 23: PAPI(P2L)—GA 3.0° TCH 40′. Fence. Rgt tfc.

RWY 16–34: H2989X75 (ASPH) S–21, D–30 MIRL 1.7% up SE

RWY 34: Ground. Rgt tfc.



MILITARY SERVICE: FUEL A, J8 (NC–80, 100, 100LL) 1200–1900Z‡, other times 1 hr PN required, C406–442–2910. Service fee $50.

AIRPORT REMARKS: Attended 1200–0800Z‡. ARFF coverage provided for scheduled Part 121 air carriers only exc with prior approval—call 406–442–2821. Rwy 16–34 and Rwy 05–23 (except between Twy F and Rwy 09–27) not available for air carrier use by acft with greater than 30 passenger seats. Twys A, B, and C between Twy A and Rwy 34 not available for air carrier use by acft with greater than 30 passenger seats. When tower closed ACTIVATE HIRL Rwy 09–27, MIRL Rwy 05–23 and Rwy 16–34, REIL Rwy 09. MALSR Rwy 27—CTAF. Ldg fee for all commercial acft and all acft over 10,000 pounds. Flight Notification Service (ADCUS) avbl. NOTE: See SPECIAL NOTICE.

MILITARY REMARKS: ARNG Opr Mon–Fri 1400–0030Z‡, except holidays. Exercise caution while taxiing, AASF ramp not stressed for large acft. Ctc flight ops for ramp advisory 126.2, DSN 324–3055/56, C406–324–3055/56. No trans svc Sat, Sun, holidays or after 2300Z‡ Mon–Fri.

WEATHER DATA SOURCES: ASOS (406) 443–4317.

COMMUNICATIONS: CTAF 118.3 **ATIS** 120.4 **UNICOM** 122.95

RCO 122.55 255.4 (GREAT FALLS RADIO)

APP/DEP CON 119.5 229.4 (Mon–Fri 1300–0700Z‡, Sat–Sun 1300–0500Z‡)

SALT LAKE CENTER APP/DEP CON 133.4 285.4 (Mon–Fri 0700–1300Z‡, Sat–Sun 0500–1300Z‡)

TOWER 118.3 257.8 (Mon–Fri 1300–0700Z‡, Sat–Sun 1300–0500Z‡) **GND CON** 121.9

ARNG OPS 40.65 126.2 321.45

AIRSPACE: CLASS D svc Mon–Fri 1300–0700Z‡, Sat–Sun 1300–0500Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE HLN.

(H) VORTACW 117.7 HLN Chan 124 N46°36.41′ W111°57.21′ 254° 1.2 NM to fld. 3823/16E.

VOR unusable:

035°–050° byd 35 NM blo 12,000′
105°–165° byd 25 NM blo 17,000′
165°–185° byd 25 NM blo 13,500′
203°–213° byd 22 NM blo 13,000′
185°–230° byd 25 NM blo 17,500′
230°–270° byd 25 NM blo 12,500′

DME unusable:

035°–070° byd 35 NM blo 13,000′
105°–210° byd 15 NM blo 11,100′
105°–210° byd 20 NM blo 12,000′
105°–150° byd 25 NM
150°–165° byd 25 NM blo 17,000′
165°–185° byd 25 NM blo 13,500′
185°–210° byd 25 NM
203°–213° byd 22 NM blo 13,000′
210°–250° byd 15 NM blo 12,000′
210°–250° byd 25 NM blo 17,500′
250°–300° byd 25 NM blo 14,000′
320°–035° byd 25 NM blo 13,000′

CAPITOL NDB (HW) 335 CVP N46°36.40′ W111°56.23′ 254° 1.9 NM to fld.

NDB unmonitored when tower closed.

HAUSER NDB (MHW) 386 HAU N46°34.13′ W111°45.48′ 268° 9.6 NM to fld. Unmonitored when tower closed.

ILS 110.1 I–HLN Rwy 27. ILS unmonitored when tower closed. LOC BC unusable byd 22° right of

COPTER VOR 251°

VORTAC HLN 117.7 Chan 124	APCH CRS 251°	Rwy ldg N/A TDZE 3848 Arpt Elev 3877

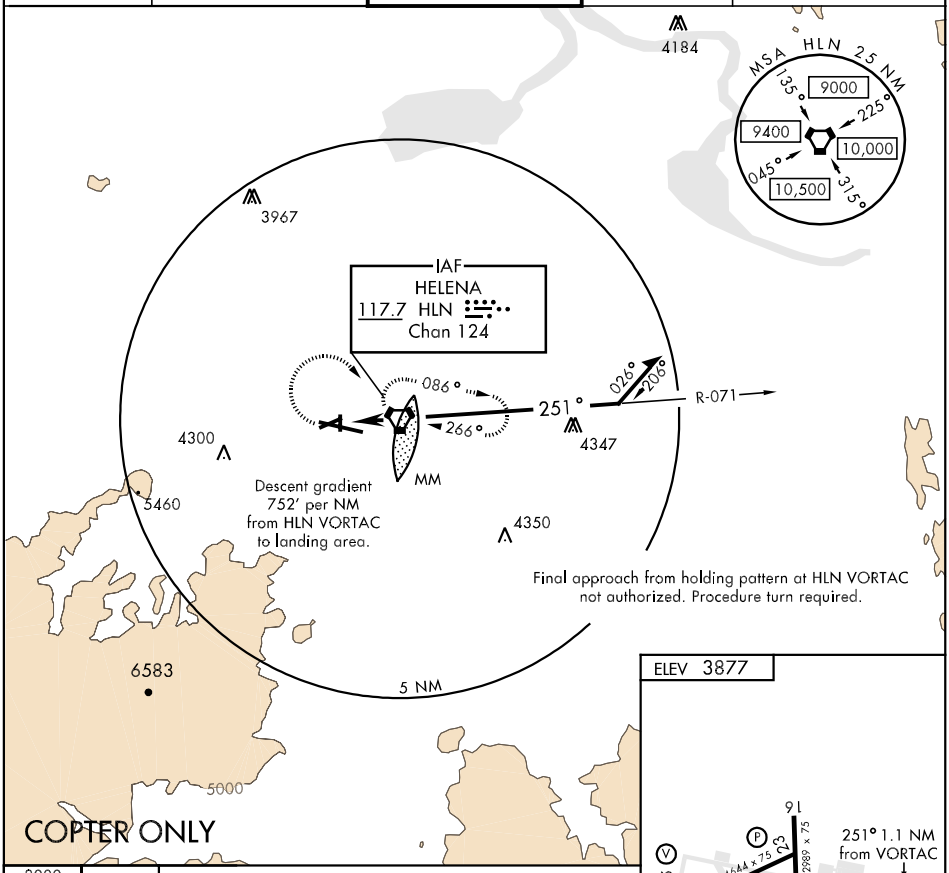
AL-192 [USA]

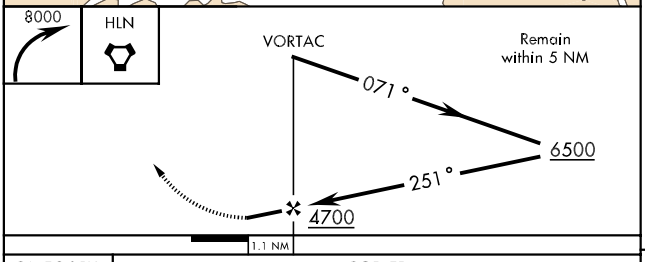
HELENA REGIONAL (KHLN)

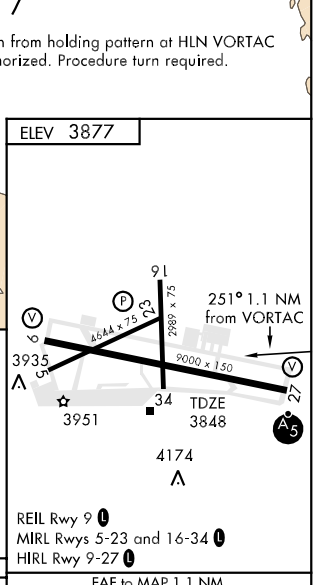
NA when tower clsd.

MISSED APROACH: Climbing right turn to 8000 direct HLN VORTAC and hold.

ATIS ★	HELENA APP CON	HELENA TOWER ★	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95







CATEGORY	COPTER
H-251°	4260- ½ 412 (400- ½)

FAF to MAP 1.1 NM					
Knots	45	60	75	90	105
Min:Sec	1:28	1:06	0:53	0:44	0:37

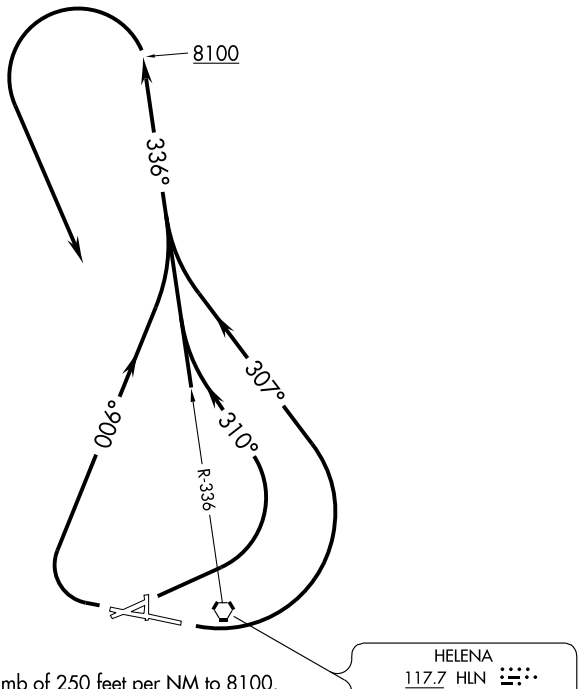
NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

HELENA THREE DEPARTURE

SL-192 (FAA)

HELENA TOWER ★
118.3 (CTAF) 257.8
HELENA DEP CON ★
119.5 229.4
SALT LAKE CENTER
133.4 285.4



TAKE-OFF MINIMUMS

Rwy 5: Standard with minimum climb of 250 feet per NM to 8100.
Rwy 9: Standard with minimum climb of 240 feet per NM to 8100.
Rwys 16, 23: NA- obstacles.
Rwy 27: Standard with minimum climb of 390 feet per NM to 8100.
Rwy 34: NA- ATC.

TAKE-OFF OBSTACLE NOTES

Rwy 5: Ground beginning 5′ from DER, 495′ right of centerline, up to 3826′ MSL.
Fence beginning 423′ from DER, 331′ right of centerline, up to 10′ AGL/ 3832′ MSL.
Rwy 27: Building 1593′ from DER, 731′ left of centerline, 58′AGL/6385′ MSL.
Ground beginning 101′ from DER, 346′ left of centerline, up to 3871′ MSL.
Tree 1567′ from DER, 616′ left of centerline, 47′ AGL/ 3906′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climbing left turn heading 310° to intercept HLN VORTAC R-336 to 8100′, then climbing left turn to 9000′ via HLN VORTAC R-336 to HLN VORTAC.

TAKE-OFF RUNWAY 9: Climbing left turn heading 307° to intercept HLN VORTAC R-336 to 8100′, then climbing left turn to 9000′ via HLN VORTAC R-336 to HLN VORTAC.

TAKE-OFF RUNWAY 27: Climbing right turn heading 006° to intercept HLN VORTAC R-336 to 8100′, then climbing left turn to 9000′ via HLN VORTAC R-336 to HLN VORTAC.

NW-1, 23 SEP 2010 to 21 OCT 2010

LOC I-HLN 110.1	APP CRS 267°	Rwy ldg 9000 TDZE 3852 Apt Elev 3877

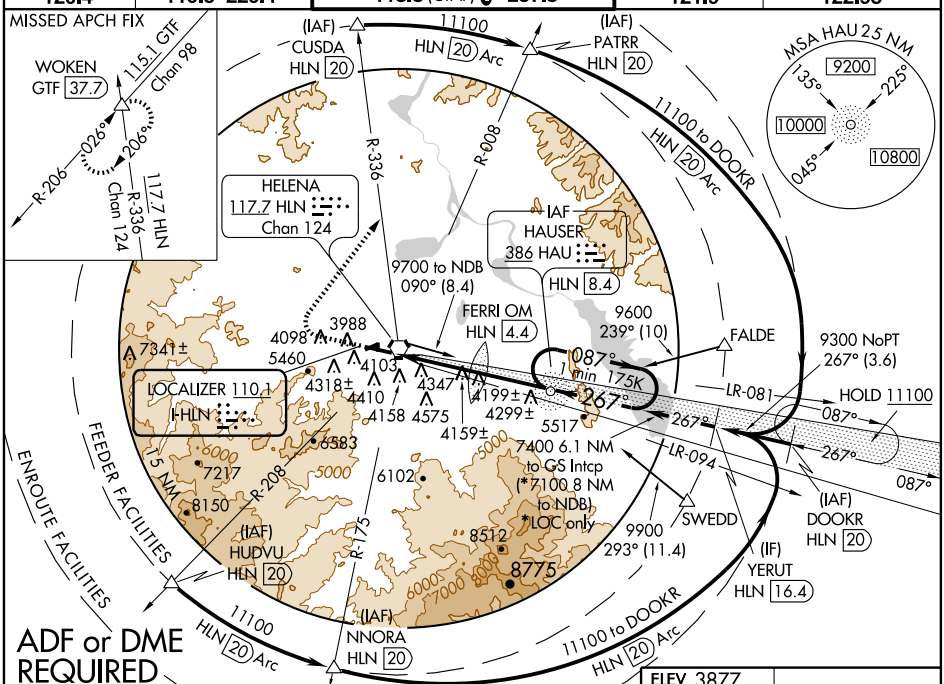
ILS or LOC Y RWY 27
HELENA RGNL (HLN)

Circling NA for Cats. D and E south of Rwy 9-27. Inoperative table does not apply to S-LOC 27 Cats. A-B. For inoperative MALSR, increase S-ILS 27 all Cats. visibility to 2 miles, S-LOC 27 Cat. E visibility to 3 miles, FERRI fix minimums: S-LOC 27 Cat E visibility to 2½ miles. DME arc to final approach required for turbojet aircraft. Holding at HAU NDB authorized for Category A and B aircraft only.

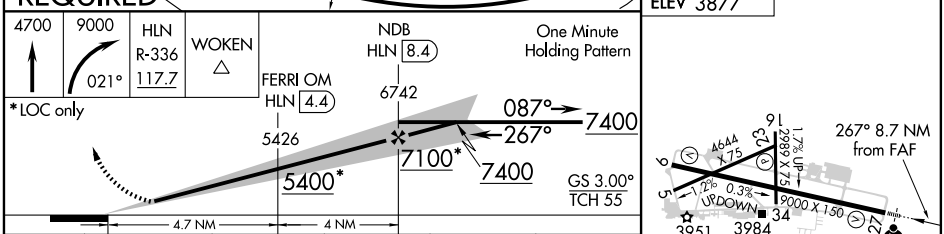
MALSR

MISSED APPROACH: Climb to 4700 then climbing right turn to 9000 via heading 021° and HLN VORTAC R-336 to WOKEN INT and hold.

ATIS	HELENA APP CON ★	HELENA TOWER ★	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95



ELEV 3877



CATEGORY	A	B	C	D	E
S-ILS 27	4402-1½ 550 (600-1½)				
S-LOC 27	5400-1¼ 1548 (1600-1¼)	5400-1½ 1548 (1600-1½)	5400-2½ 1548 (1600-2½)		
CIRCLING	5400-1¼ 1523 (1600-1¼)	5400-1½ 1523 (1600-1½)	5400-3 1523 (1600-3)		
FERRI FIX MINIMUMS *					
S-LOC 27	4560-½ 708 (700-½)		4560-1½ 708 (700-1½)	4560-1¾ 708 (700-1¾)	4560-2 708 (700-2)
CIRCLING	4640-1 763 (800-1)		4740-2½ 863 (900-2½)	4740-2¾ 863 (900-2¾)	4840-3 963 (1000-3)

REIL Rwy 9 L
MIRL Rwys 5-23 and 16-34 L
HIRL Rwy 9-27 L

FAF to MAP 8.7 NM					
Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

NW-1, 23 SEP 2010 to 21 OCT 2010

LOC I-HLN	APP CRS	Rwy ldg	9000
110.1	267°	TDZE	3852
		Apt Elev	3877

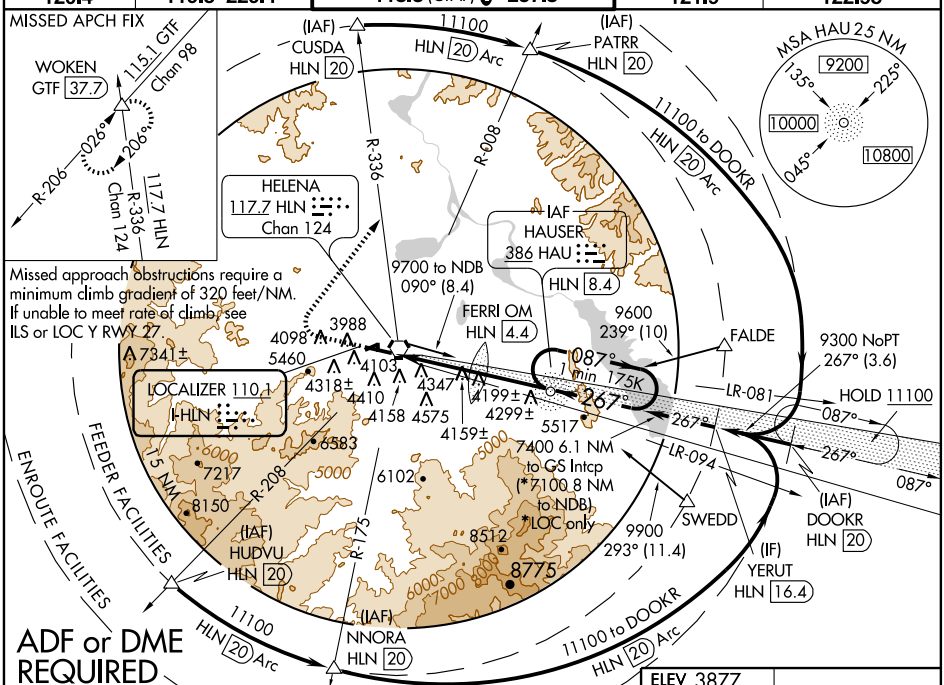
ILS or LOC Z RWY 27
HELENA RGNL (HLN)

Circling NA for Cats. D and E south of Rwy 9-27. DME Arc to final approach required for turbojet aircraft. Holding at HAU NDB authorized for Category A and B aircraft only. Inoperative table does not apply to S-LOC 27 Cats. A-B. For inoperative MALSR, increase S-LOC 27 Cat. E visibility to 3 miles, FERRI fix minimums: S-LOC 27 Cat E visibility to 3 miles.

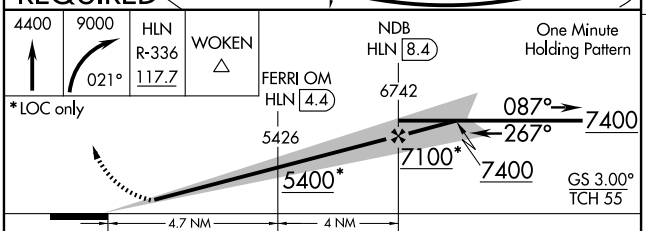
MALSR

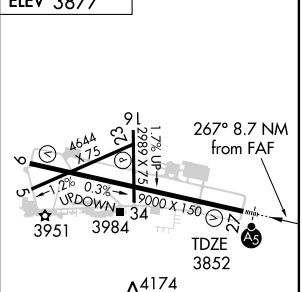
MISSED APPROACH: Climb to 4400 then climbing right turn to 9000 via heading 021° and HLN VORTAC R-336 to WOKEN INT and hold.

ATIS	HELENA APP CON ★	HELENA TOWER ★	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95



ELEV 3877





CATEGORY	A	B	C	D	E
S-ILS 27	4052-½ 200 (200-½)				
S-LOC 27	5400-1¼ 1548 (1600-1¼)	5400-1½ 1548 (1600-1½)	5400-2½ 1548 (1600-2½)		
CIRCLING	5400-1¼ 1523 (1600-1¼)	5400-1½ 1523 (1600-1½)	5400-3 1523 (1600-3)		

FERRI FIX MINIMUMS *

S-LOC 27	4420-½ 568 (600-½)		4420-1 568 (600-1)	4420-1¼ 568 (600-1¼)	4420-1½ 568 (600-1½)
CIRCLING	4640-1 763 (800-1)	4640-1¼ 763 (800-1¼)	4740-2½ 863 (900-2½)	4740-2¾ 863 (900-2¾)	4840-3 963 (1000-3)

REIL Rwy 9 L
MIRL Rwys 5-23 and 16-34 L
HIRL Rwy 9-27 L

FAF to MAP 8.7 NM

Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

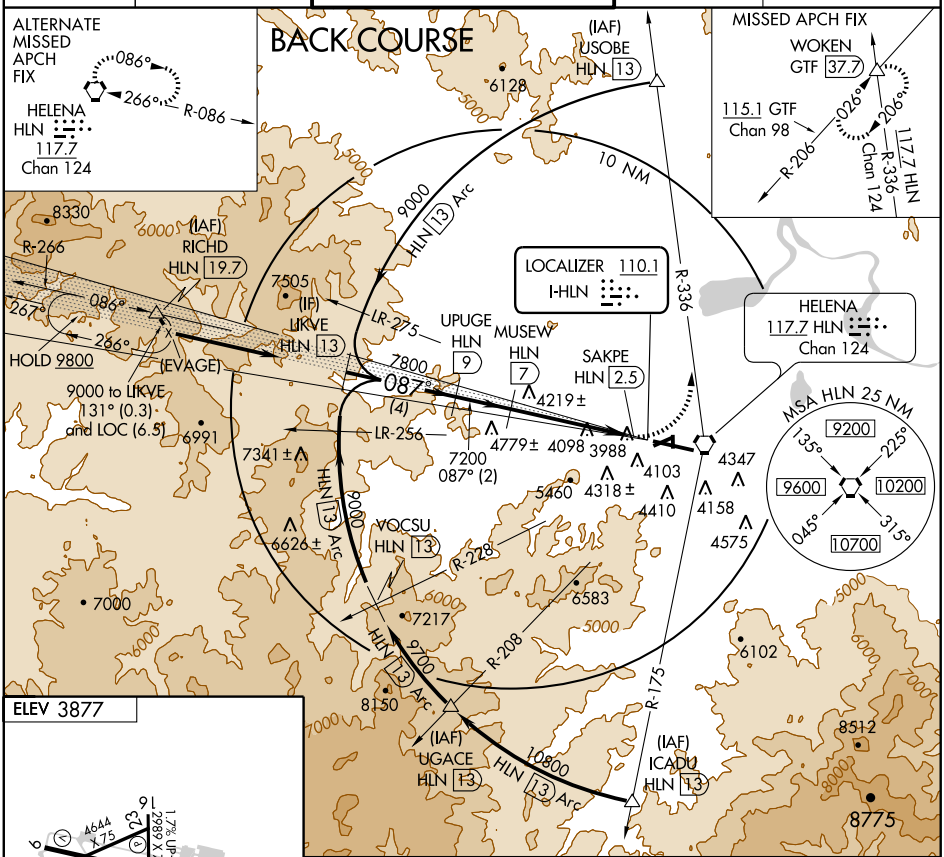
LOC I-HLN	APP CRS	Rwy ldg	N/A
110.1	087°	TDZE	N/A
		Apt Elev	3877

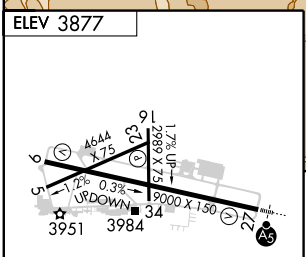
LOC/DME BC-C
HELENA RGNL (HLN)

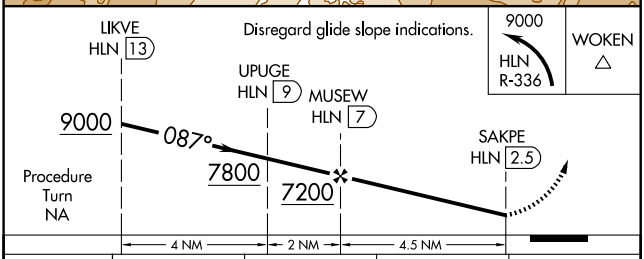
DME from HLN VORTAC, simultaneous reception of I-HLN and HLN DME required.
Circling NA south of Rwy 9-27 for Cat D.

MISSED APPROACH: Climbing left turn to 9000 via HLN VORTAC R-336 to WOKEN INT and hold.

ATIS	HELENA APP CON ★	HELENA TOWER ★	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
CIRCLING	5140-1¼ 1263 (1300-1¼)	5140-1½ 1263 (1300-1½)	5140-3 1263 (1300-3)	

REIL Rwy 9 L
MIRL Rwys 5-23 and 16-34 L
HIRL Rwy 9-27 L

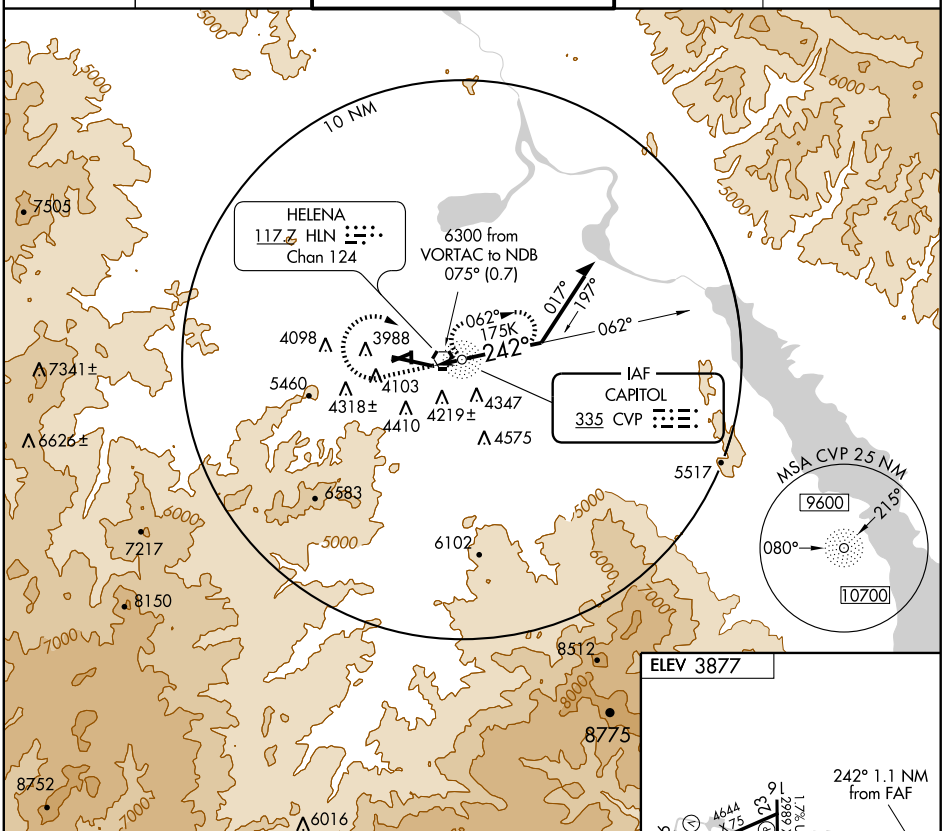
NW-1, 23 SEP 2010 to 21 OCT 2010

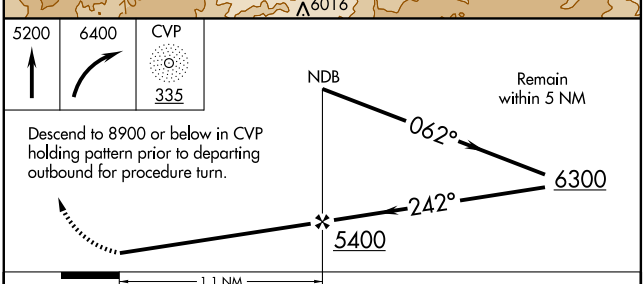
NDB CVP	APP CRS	Rwy ldg / TDZE / Apt Elev
335	242°	N/A / N/A / 3877

NDB-D
HELENA RGNL (HLN)

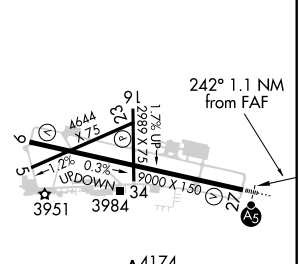
MISSED APPROACH: Climb to 5200, then climbing right turn to 6400 direct CVP NDB and hold.

ATIS	HELENA APP CON ★	HELENA TOWER ★	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95





Descend to 8900 or below in CVP holding pattern prior to departing outbound for procedure turn.



REIL Rwy 9 L
MIRL Rwys 5-23 and 16-34 L
HIRL Rwy 9-27 L

CATEGORY	A	B	C	D
CIRCLING	4980-1¼ 1103 (1200-1¼)	NA		

FAF to MAP 1.1 NM					
Knots	60	90	120	150	180
Min:Sec	1:06	0:44	0:33	0:26	0:22

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

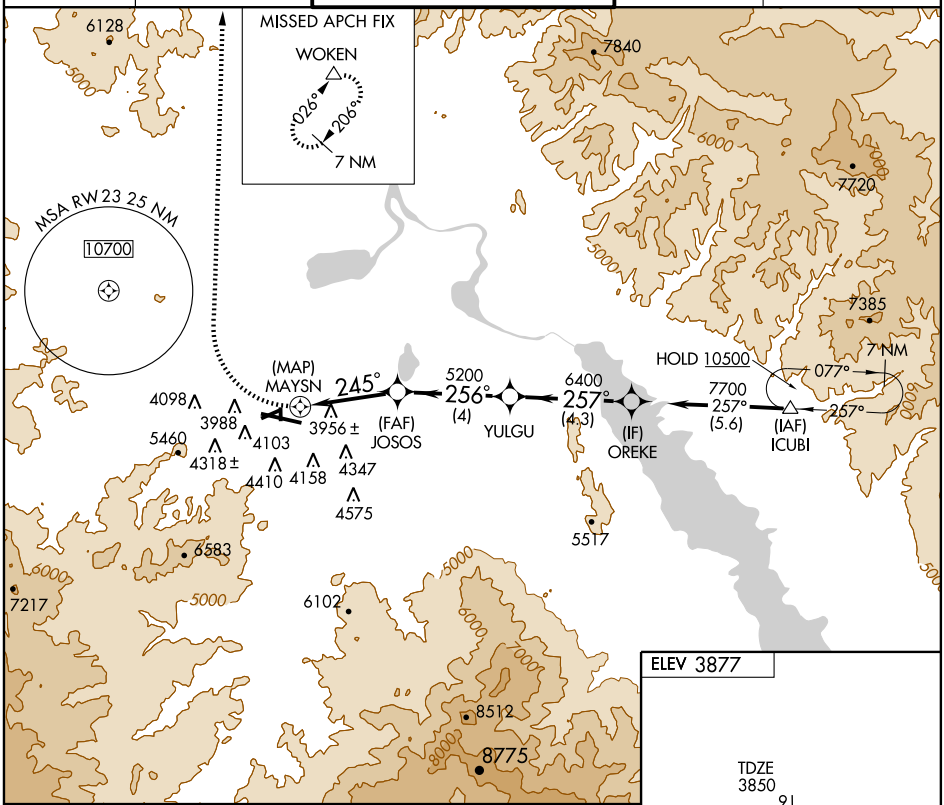
APP CRS	Rwy ldg	4644
245°	TDZE	3850
	Apt Elev	3877

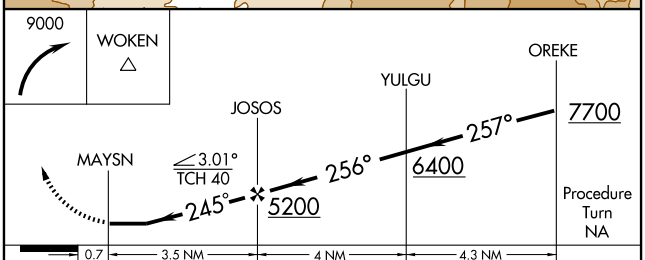
RNAV (GPS) RWY 23
HELENA RGNL (HLN)

Circling NA for Cat D south of Rwy 9/27.
Visibility reduction by helicopters NA.
DME/DME RNP- 0.3 NA.

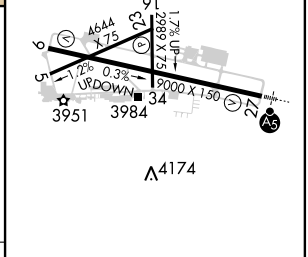
MISSED APPROACH: Climbing right turn to 9000 direct WOKEN and hold, continue climb-in-hold to 9000.

ATIS	HELENA APP CON ★	HELENA TOWER ★	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LNAV MDA	4760-1¼ 910 (900-1¼)		4760-2¾ 910 (900-2¾)	4760-3 910 (900-3)
CIRCLING	4760-1¼ 883 (900-1¼)		4760-2¾ 883 (900-2¾)	4760-3 883 (900-3)



REIL Rwy 9 L
MIRL Rwys 5-23 and 16-34 L
HIRL Rwy 9-27 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH **69405** **W27A**	APP CRS **267°**	Rwy ldg **9000** TDZE **3852** Apt Elev **3877**

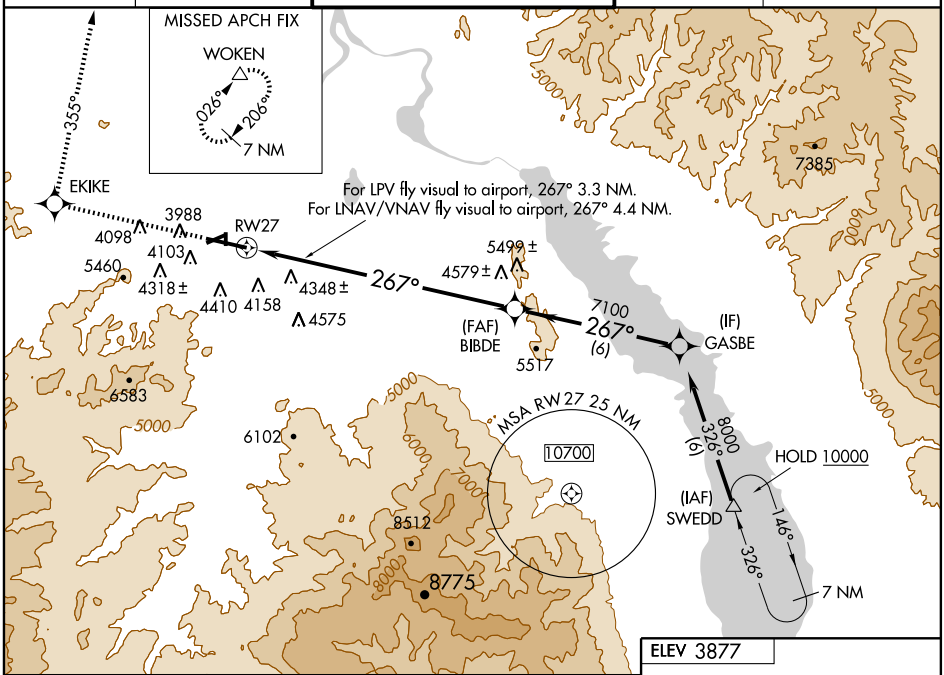
RNAV (GPS) X RWY 27
HELENA RGNL (HLN)

Circling NA for Cat D south of Rwy 9-27.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 42°C (107°F). DME/DME RNP- 0.3 NA.
Inoperative table does not apply to LNAV Cats A-B.

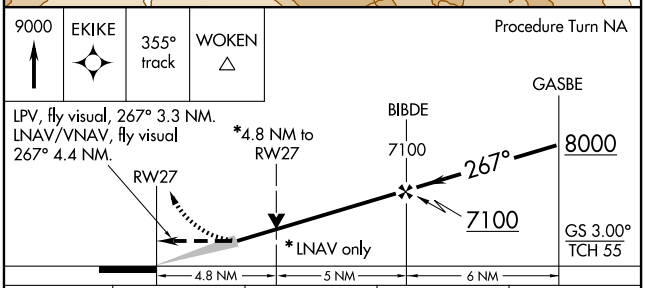
MALSR

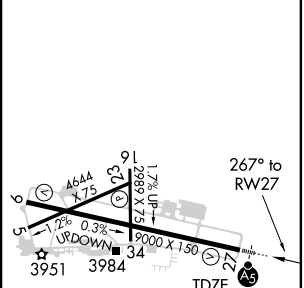
MISSED APPROACH: Climb to 9000 direct EKIKE and via 355° track to WOKEN and hold.

ATIS	HELENA APP CON ★	HELENA TOWER ★	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95



ELEV 3877





CATEGORY		A	B	C	D
LPV	DA	4965-2 1113 (1100-2)		4965-3 1113 (1100-3)	
LNAV/VNAV	DA	5289-2 1437 (1500-2)		5289-3 1437 (1500-3)	
LNAV	MDA	5440-1¼ 1588 (1600-1¼)	5440-1½ 1588 (1600-1½)	5440-2½ 1588 (1600-2½)	
CIRCLING		5440-1¼ 1563 (1600-1¼)	5440-1½ 1563 (1600-1½)	5440-3 1563 (1600-3)	

REIL Rwy 9 L
MIRL Rwys 5-23 and 16-34 L
HIRL Rwy 9-27 L

NW-1, 23 SEP 2010 to 21 OCT 2010

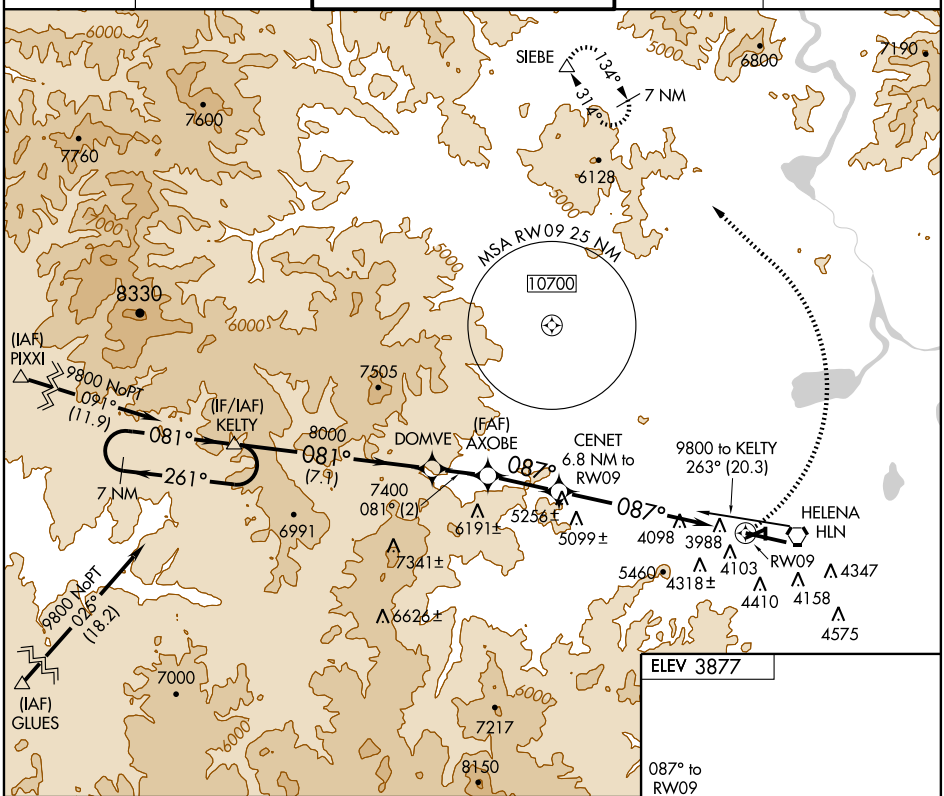
APP CRS	Rwy ldg	9000
087°	TDZE	3864
	Apt Elev	3877

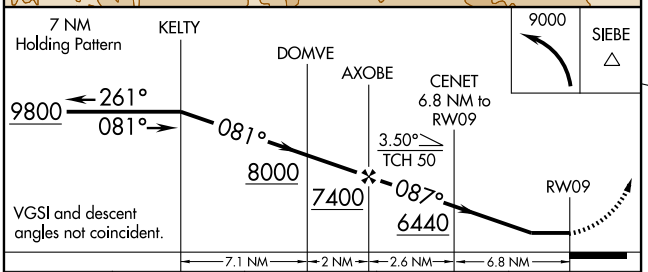
RNAV (GPS) Y RWY 9
HELENA RGNL (HLN)

Circling NA for Cat D south of Rwy 9-27.
DME/DME RNP- 0.3 NA.
Visibilty reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 9000 direct SIEBE and hold.

ATIS	HELENA APP CON ★	HELENA TOWER ★	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LNAV MDA	5440-1¼ 1576 (1600-1¼)	5440-1½ 1576 (1600-1½)	5440-3 1576 (1600-3)	
CIRCLING	5440-1¼ 1563 (1600-1¼)	5440-1½ 1563 (1600-1½)	5440-3 1563 (1600-3)	

REIL Rwy 9 L
MIRL Rwys 5-23 and 16-34 L
HIRL Rwy 9-27 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	9000
267°	TDZE	3852
	Apt Elev	3877

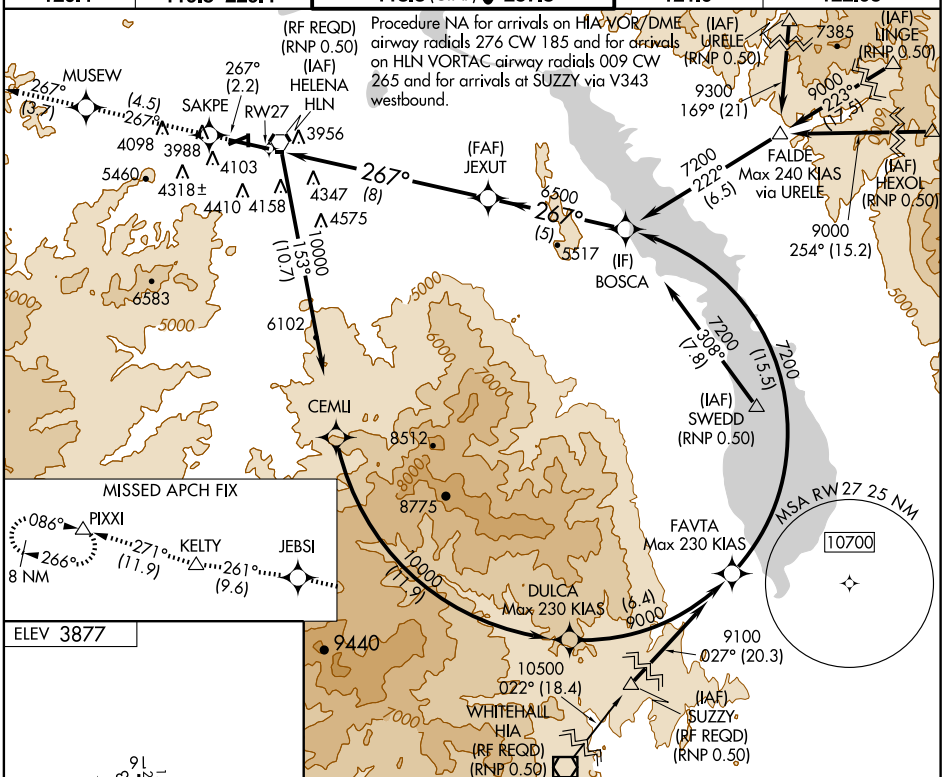
RNAV (RNP) Y RWY 27
HELENA RGNL (HLN)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -22°C (-7°F) or above 41°C (105°F). For inoperative MALSR, increase RNP 0.22* visibility to 1, and RNP 0.30** visibility to 1½ . Missed approach requires RNP less than 1.0. *Missed approach requires minimum climb of 290 feet per NM to 7700. **Missed approach requires minimum climb of 270 feet per NM to 7600; if unable, see RNAV (RNP) Z RWY 27.

MALSR

MISSED APPROACH: Climb to 13000 via 267° track to SAKPE, and via 267° track to MUSEW, and via 267° track to JEBSI, and via 261° track to KELTY, and via 271° track to PIXXI and hold, continue climb-in-hold to 13000.

ATIS	HELENA APP CON ★	HELENA TOWER ★	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95



CATEGORY	A	B	C	D
RNP 0.22 DA*	4133-½ 281 (300-½)			
RNP 0.30 DA**	4287-1 435 (500-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

REIL Rwy 9 L
MIRL Rwys 5-23 and 16-34 L
HIRL Rwy 9-27 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

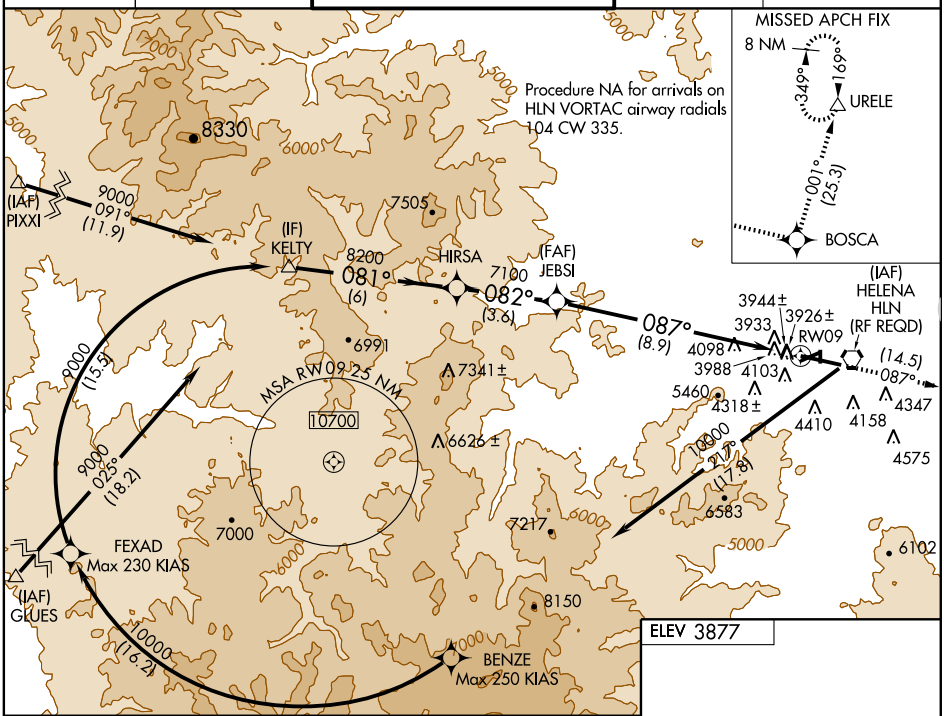
APP CRS	Rwy ldg	9000
087°	TDZE	3864
	Apt Elev	3877

RNAV (RNP) Z RWY 9
HELENA RGNL (HLN)

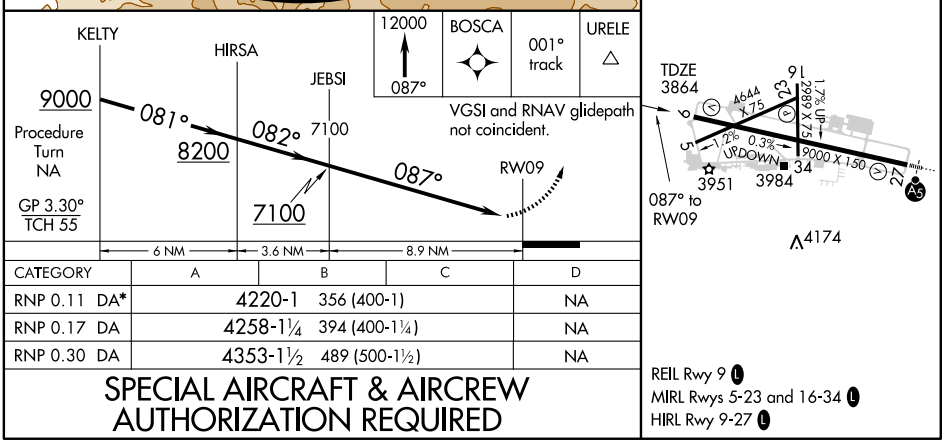
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -22°C (-7°F) or above 54°C (130°F).
When VGSI inoperative, procedure NA at night.
*Missed approach requires minimum climb of 260′ per NM to 4300.

MISSED APPROACH: Climb to 12000 via 087° track to BOSCA and via 001° track to URELE and hold, continue climb-in-hold to 12000.

ATIS	HELENA APP CON*	HELENA TOWER*	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95



ELEV 3877



CATEGORY	A	B	C	D
RNP 0.11 DA*	4220-1	356 (400-1)		NA
RNP 0.17 DA	4258-1¼	394 (400-1¼)		NA
RNP 0.30 DA	4353-1½	489 (500-1½)		NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	9000
267°	TDZE	3852
	Apt Elev	3877

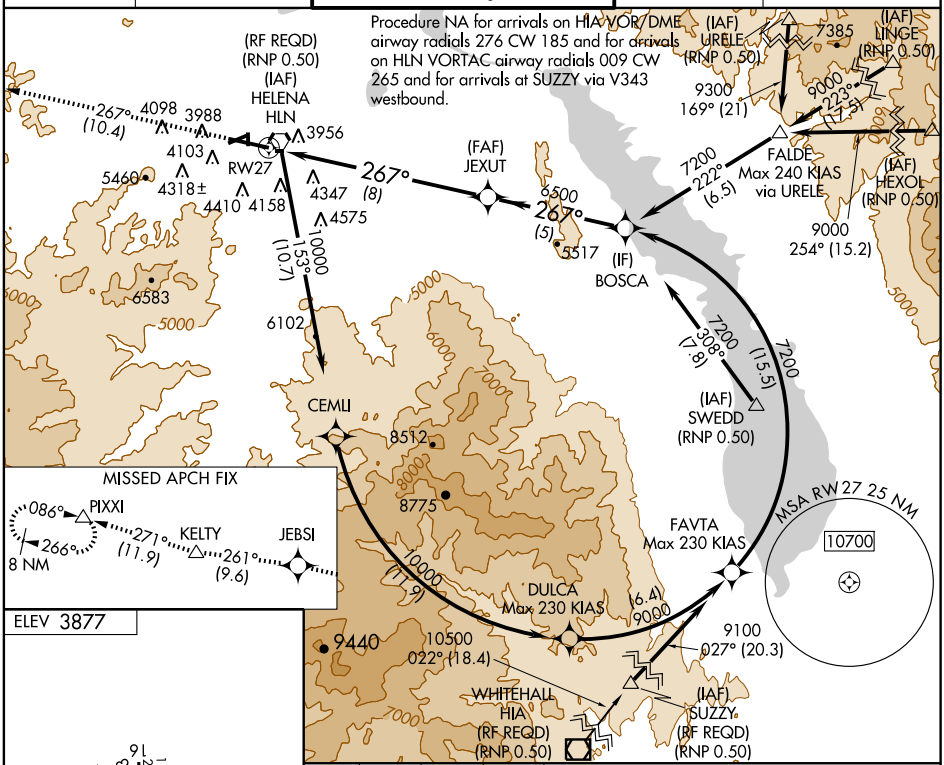
RNAV (RNP) Z RWY 27
HELENA RGNL (HLN)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -22°C (-7°F) or above 41°C (105°F). *Missed approach requires minimum climb of 295 feet per NM to 7900. **Missed approach requires minimum climb of 290 feet per NM to 7300. ***Missed approach requires minimum climb of 405 feet per NM to 6300. For inoperative MALSR, increase RNP 0.18* visibility to 1, RNP 0.22** visibility to 1¼ , and RNP 0.30*** visibility to 1½. Inoperative table does not apply to RNP 0.30.

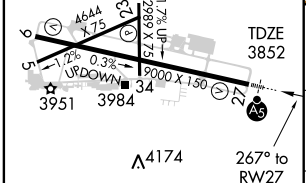
MALSR

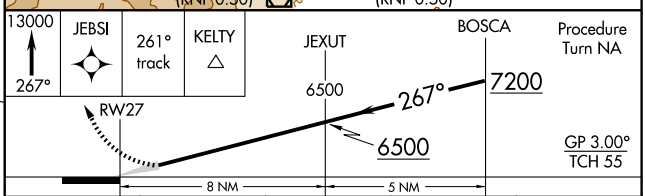
MISSED APPROACH: Climb to 13000 via 267° track to JEBSI, and via 261° track to KELTY, and via 271° track to PIXXI and hold, continue climb-in-hold to 13000.

ATIS	HELENA APP CON ★	HELENA TOWER ★	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95



ELEV 3877





CATEGORY	A	B	C	D
RNP 0.18 DA*	4119-½ 267 (300-½)			
RNP 0.22 DA**	4212-¾ 360 (400-¾)			
RNP 0.30 DA***	4287-1 435 (500-1)			
RNP 0.30 DA	4863-4 1011 (1000-4)			

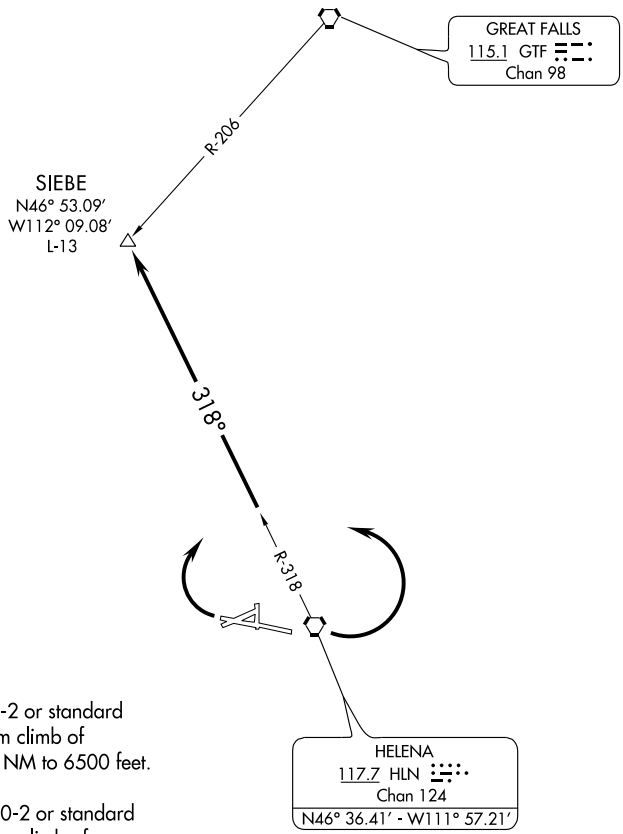
SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

REIL Rwy 9 L
MIRL Rwys 5-23 and 16-34 L
HIRL Rwy 9-27 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

ATIS 120.4
GND CON
121.9
HELENA TOWER★
118.3 (CTAF) 257.8
HELENA DEP CON★
119.5 229.4



NOTE: Rwy 9, 1500-2 or standard with minimum climb of 360 feet per NM to 6500 feet.

NOTE: Rwy 27, 2400-2 or standard with minumum climb of 355 feet per NM to 7100 feet.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climbing left turn, thence. . . .

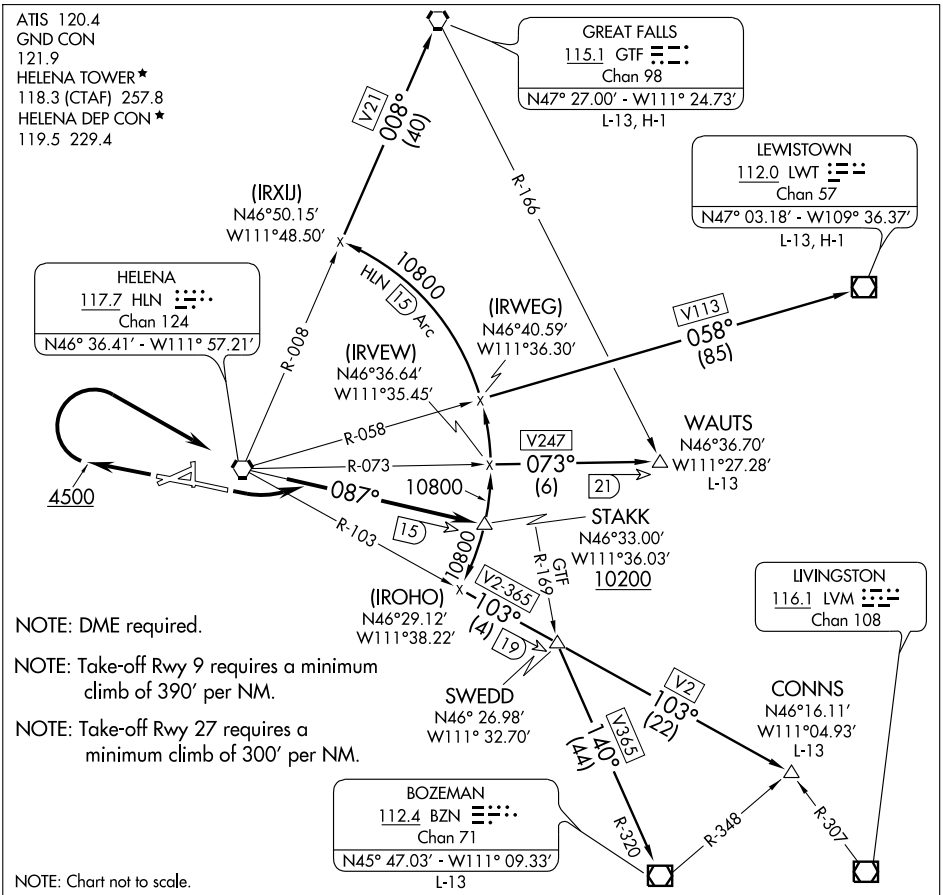
TAKE-OFF RUNWAY 27: Climbing right turn, thence. . . .

. . . .Intercept HLN R-318 to SIEBE INT.

NW-1, 23 SEP 2010 to 21 OCT 2010

STAKK TWO DEPARTURE

SL-192 (FAA)



NOTE: DME required.

NOTE: Take-off Rwy 9 requires a minimum climb of 390′ per NM.

NOTE: Take-off Rwy 27 requires a minimum climb of 300′ per NM.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climbing left turn to intercept HLN R-087 to cross STAKK INT at or above 10200′. Thence via transition.

TAKE-OFF RUNWAY 27: Climb on runway heading to 4500′ then climbing right turn direct HLN VORTAC. Continue climb on HLN R-087 to cross STAKK INT at or above 10200′. Thence via transition.

BOZEMAN TRANSITION (STAKK2.BZN): From over STAKK INT via 15 DME Arc and V365 to BZN VOR/DME.

CONNS TRANSITION (STAKK2.CONNS): From over STAKK INT via 15 DME Arc and V2 to CONNS INT.

GREAT FALLS TRANSITION (STAKK2.GTF): From over STAKK INT via 15 DME Arc and V21 to GTF VORTAC.

LEWISTOWN TRANSITION (STAKK2.LWT): From over STAKK INT via 15 DME Arc and V113 to LWT VORTAC.

WAUTS TRANSITION (STAKK2.WAUTS): From over STAKK INT via 15 DME Arc and V247 to WAUTS INT.

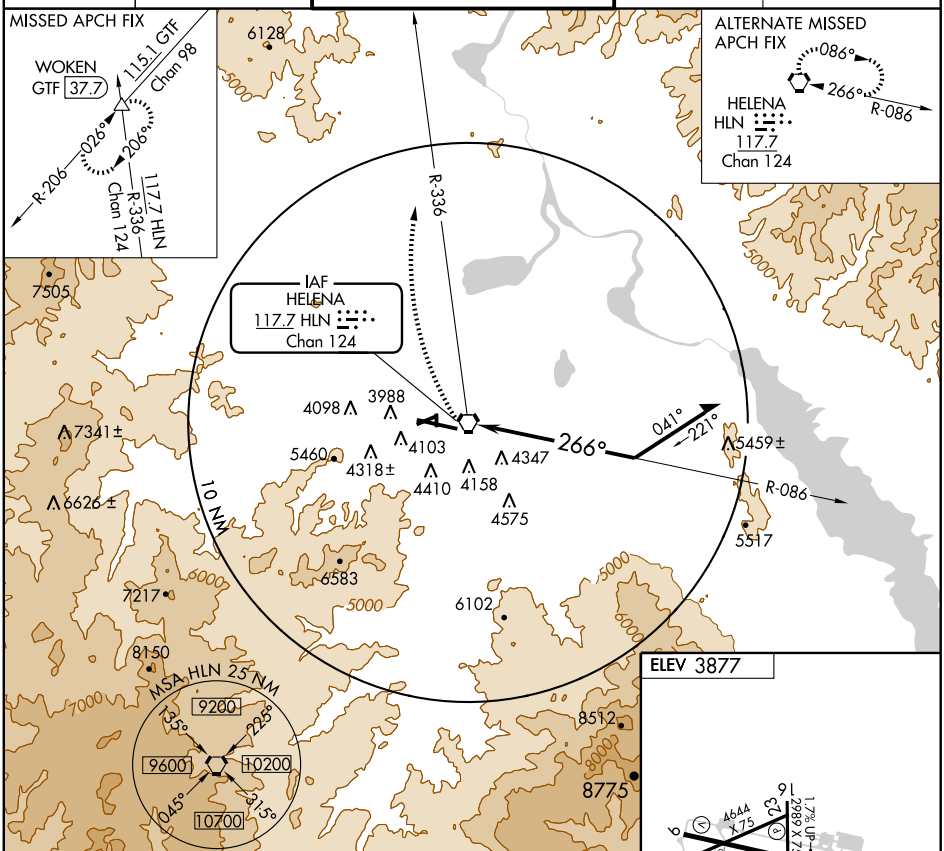
VORTAC HLN 117.7 Chan 124	APP CRS 266°	Rwy ldg N/A TDZE N/A Apt Elev 3877

VOR-A
HELENA RGNL (HLN)

Circling NA for Cat D south of Rwy 9-27.

MISSED APPROACH: Climbing right turn to 9000 via HLN VORTAC R-336 to WOKEN INT and hold.

ATIS	HELENA APP CON ★	HELENA TOWER ★	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95



ELEV 3877

9000
HLN
R-336

WOKEN

Procedure Turn: Descend to 10000 in HLN VORTAC holding pattern prior to departing outbound for procedure turn.

VORTAC
086°
266°
8200
Remain within 10 NM

CATEGORY	A	B	C	D
CIRCLING	6700-1¼ 2823 (2900-1¼)	6700-1½ 2823 (2900-1½)	6700-3 2823 (2900-3)	

REIL Rwy 9 L
MIRL Rwys 5-23 and 16-34 L
HIRL Rwy 9-27 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

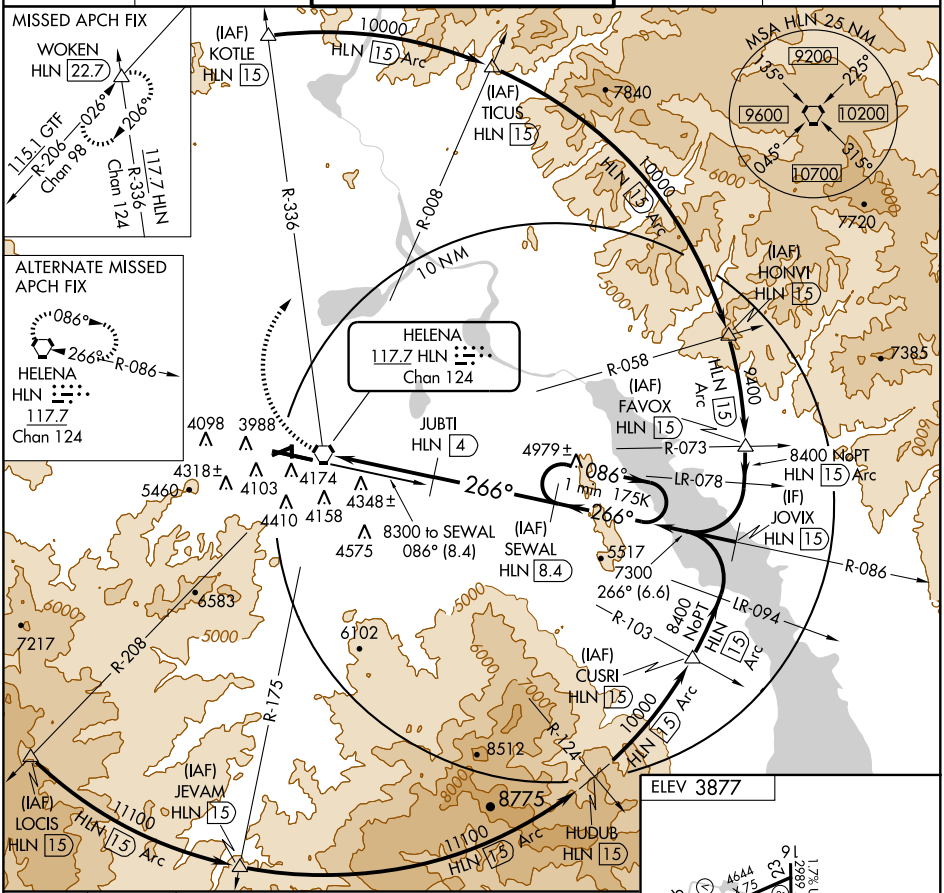
VORTAC HLN 117.7 Chan 124	APP CRS 266°	Rwy ldg N/A TDZE N/A Apt Elev 3877

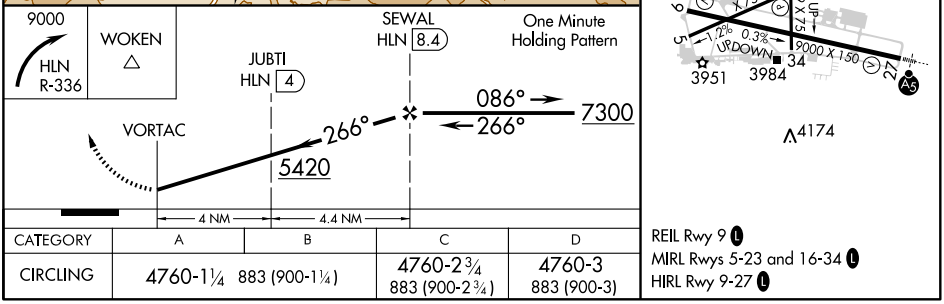
VOR/DME-B
HELENA RGNL (HLN)

Circling NA for Cat D south of Rwy 9-27.
DME Arc to final approach course required for turbojet aircraft.
Holding at SEWAL authorized for Cat A and B aircraft only.

MISSED APPROACH: Climbing right turn to 9000 via HLN VORTAC R-336 to WOKEN INT/22.7 DME and hold.

ATIS	HELENA APP CON ★	HELENA TOWER ★	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
CIRCLING	4760-1¼ 883 (900-1¼)		4760-2¾ 883 (900-2¾)	4760-3 883 (900-3)

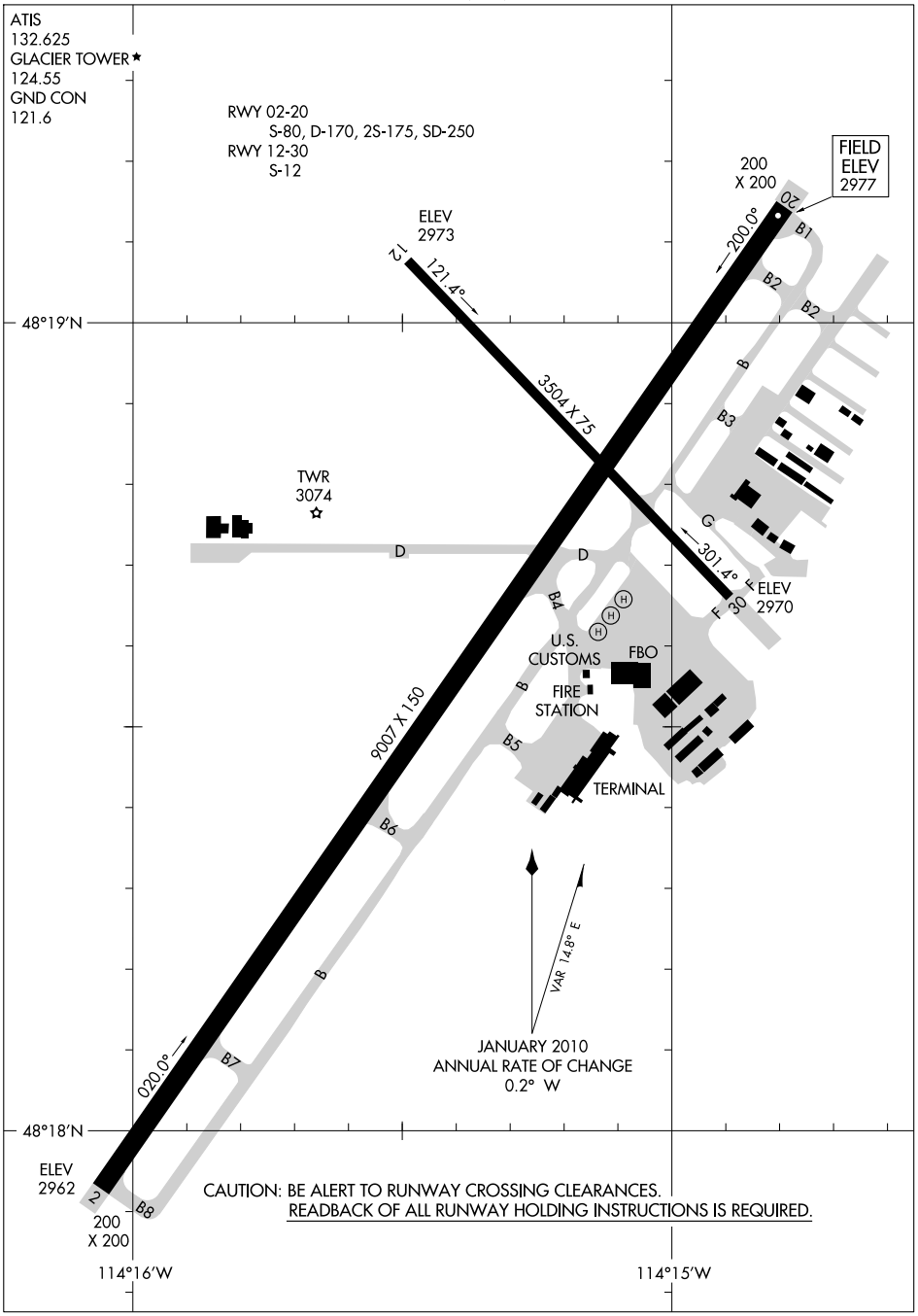
REIL Rwy 9 L
MIRL Rwys 5-23 and 16-34 L
HIRL Rwy 9-27 L

NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-887 (FAA)

KALISPELL/GLACIER PARK INTL (GPI)
KALISPELL, MONTANA



NW-1, 23 SEP 2010 to 21 OCT 2010

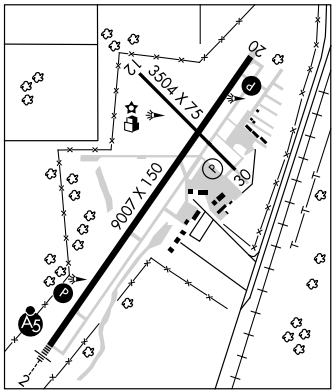
NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM
10210
KALISPELL, MONTANA
KALISPELL/GLACIER PARK INTL (GPI)

KALISPELL N48°12.85′ W114°10.55′ NOTAM FILE FCA **GREAT FALLS**
(H) VORW/DME 113.2 FCA Chan 79 229° 5.6 NM to Kalispell City. 2984/18E. **H–1D, L–13C**
VOR/DME unusable:
350°–010° byd 10 NM blo 23,000′ 160°–280° byd 30 NM blo 13,000′
010°–070° byd 10 NM
VOR portion unusable:
070°–088° byd 20 NM blo 16,000′ 088°–113° byd 35 NM blo 16,000′
088°–113° byd 22 NM blo 13,000′
DME unusable:
070°–113° byd 20 NM blo 16,000′ 070°–113° byd 37 NM

KALISPELL

GLACIER PARK INTL (GPI) 6 NE UTC−7(−6DT) N48°18.63′ W114°15.36′ **GREAT FALLS**
2977 B S4 **FUEL** 100LL, JET A LRA Class I, ARFF Index B NOTAM FILE FCA **H–1D, L–13C**
RWY 02–20: H9007X150 (ASPH–GRVD) S–80, D–170, 2S–175, 2D–250 HIRL **IAP, AD**
RWY 02: MALSR. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 47′.
RWY 12–30: H3504X75 (ASPH–PFC) S–12 MIRL
RWY 12: Trees. **RWY 30:** PAPI(P4L)—GA 3.0° TCH 26′. Tree.



AIRPORT REMARKS: Attended continuously. CLOSED to unscheduled air carrier ops with more than 30 passenger seat except PPR call arpt manager 406–257–5994. ACTIVATE HIRL Rwy 02–20, MIRL Rwy 12–30, MALSR Rwy 02, REIL RWY 20 and PAPI Rwy 02 and Rwy 20—CTAF.
WEATHER DATA SOURCES: ASOS 132.625 (406) 756–8879.
COMMUNICATIONS: CTAF 124.55 **ATIS** 132.625 **UNICOM** 122.95
LAKESIDE RCO 122.5 (GREAT FALLS RADIO)
SALT LAKE CENTER APP/DEP CON 133.4
TOWER 124.55 (1500–0700Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc 1500–0700Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE FCA.
KALISPELL (H) VORW/DME 113.2 FCA Chan 79 N48°12.85′ W114°10.55′ 313° 6.6 NM to fld. 2984/18E.
SMITH LAKE NDB (MHW) 515 SAK N48°06.50′ W114°27.68′ 019° 14.7 NM to fld.
ILS 111.5 I–GPI Rwy 02.

KALISPELL CITY (S27) 1 S UTC−7(−6DT) N48°10.71′ W114°18.22′ **GREAT FALLS**
2932 B S4 **FUEL** 100LL, JET A NOTAM FILE GTF **L–13C**
RWY 13–31: H3600X60 (ASPH) S–4 LIRL (NSTD)
RWY 13: Tree. **RWY 31:** Thld dsplcd 155′. Towers.
AIRPORT REMARKS: Attended dalgt hours. Parachute Jumping. Ultralights on and in vicinity of arpt. Glider activity on and in vicinity of arpt. Twr 400′ AGL 3 miles E unlighted. Rwy 31 lgtd thld relocated 155′ for night ops, 3445′ of Rwy 13–31 usable at ngt. Rwy 13–31 NSTD LIRL. Rwy 13 thld lgts located at end of rwy. ACTIVATE LIRL Rwy 13–31—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
LAKESIDE RCO 122.5 (GREAT FALLS RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE FCA.
(H) VORW/DME 113.2 FCA Chan 79 N48°12.85′ W114°10.55′ 229° 5.6 NM to fld. 2984/18E.

KONNA N47°05.66′ W114°23.81′. NOTAM FILE MSO. **GREAT FALLS**
NDB (HW) 521 INE 113° 16.5 NM to Missoula Intl. **L–13B**

LAKESIDE N48°00.68′ W114°21.87′ **GREAT FALLS**
RCO 122.5 (GREAT FALLS RADIO) **L–13B**

LOC I-GPI	APP CRS	Rwy ldg	9007
111.5	020°	TDZE	2966
		Apt Elev	2977

ILS or LOC RWY 2

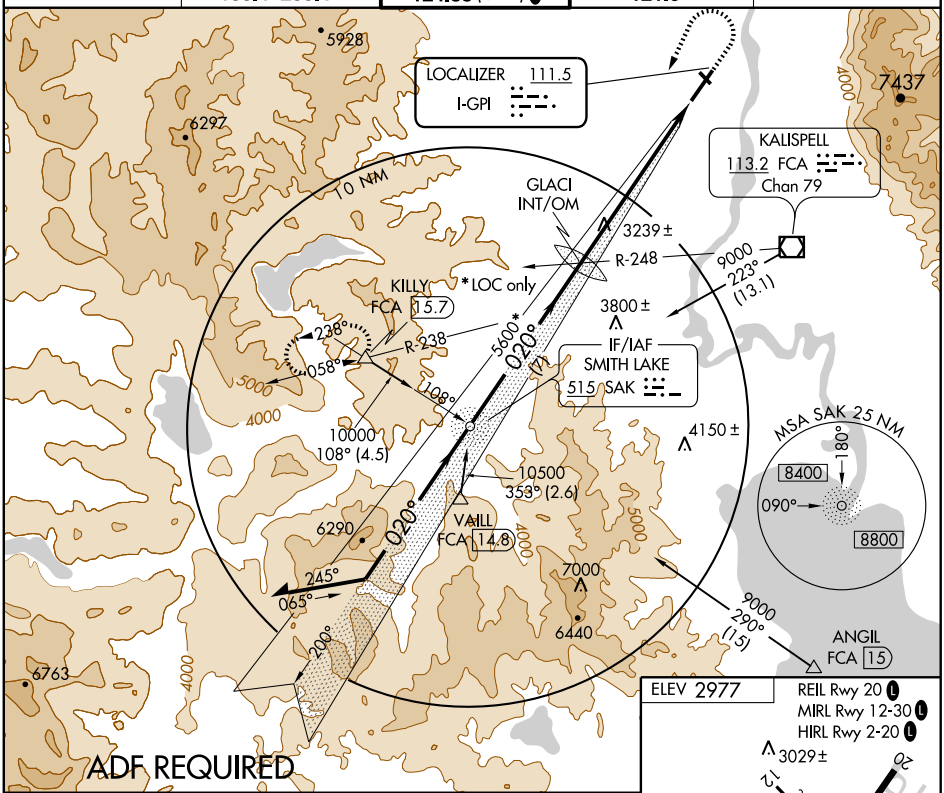
KALISPELL/ GLACIER PARK INTL (GPI)

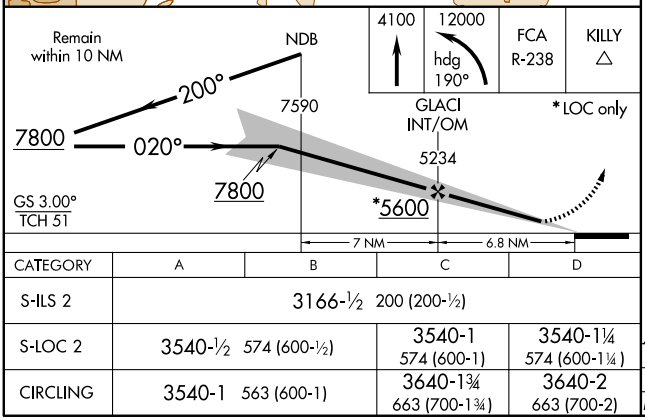
ADF required.

MALSR

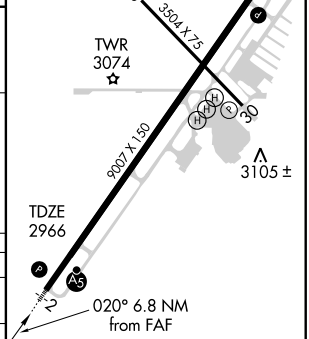
MISSED APPROACH: Climb to 4100 then climbing left turn to 12000 via heading 190° and via FCA VOR/DME R-238 to KILLY INT/FCA 15.7 DME and hold, continue climb-in-hold to 12000.

ATIS	SALT LAKE CENTER	GLACIER TOWER*	GND CON	UNICOM
132.625	133.4 285.4	124.55 (CTAF) L	121.6	122.95





CATEGORY	A	B	C	D
S-ILS 2	3166-½ 200 (200-½)			
S-LOC 2	3540-½ 574 (600-½)		3540-1 574 (600-1)	3540-1¼ 574 (600-1¼)
CIRCLING	3540-1 563 (600-1)		3640-1¾ 663 (700-1¾)	3640-2 663 (700-2)



FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

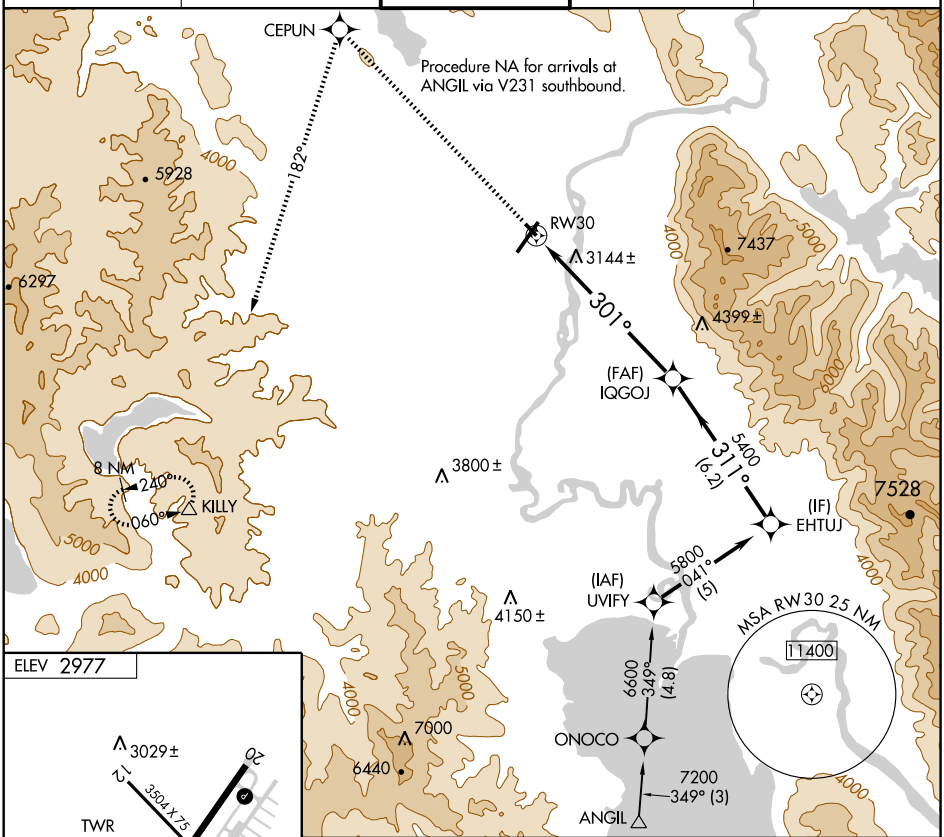
APP CRS	Rwy ldg	3504
301°	TDZE	2974
	Apt Elev	2977

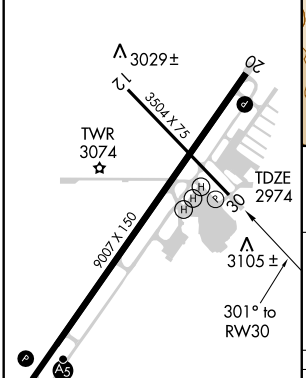
RNAV (GPS) RWY 30
KALISPELL/GLACIER PARK INTL (GPI)

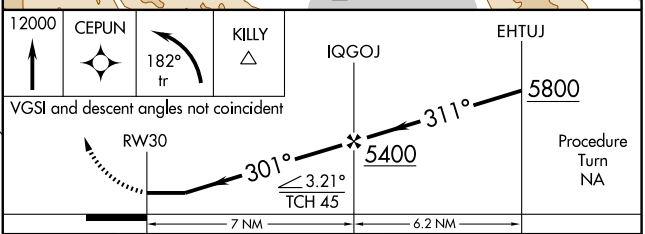
Straight-in minimums NA at night.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 12000 direct CEPUN and left turn via track 182° to KILLY and hold, continue climb-in-hold to 12000.

ATIS	SALT LAKE CENTER	GLACIER TOWER★	GND CON	UNICOM
132.625	133.4 285.4	124.55 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	3460-1 486 (500-1)		3460-1¼ 486 (500-1¼)	3460-1½ 486 (500-1½)
CIRCLING	3520-1 543 (600-1)		3640-1¾ 663 (700-1¾)	3640-2 663 (700-2)

REIL Rwy 20 L
MIRL Rwy 12-30 L
HIRL Rwy 2-20 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 70799 W02A	APP CRS 020°	Rwy ldg 9007 TDZE 2966 Apt Elev 2977

RNAV (GPS) Z RWY 2

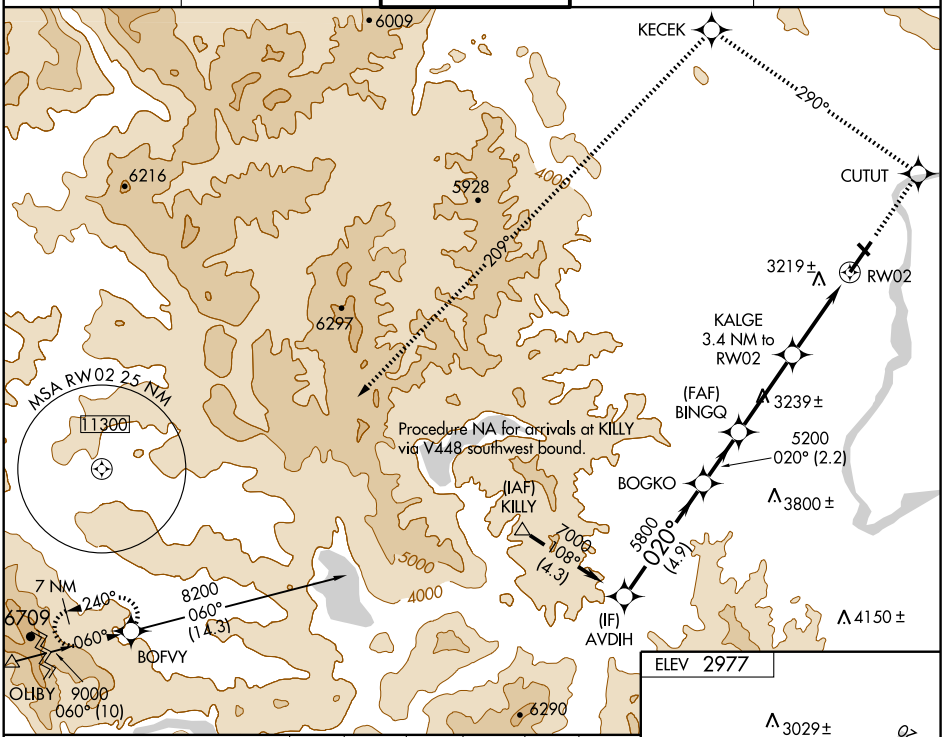
KALISPELL/ GLACIER PARK INTL (GPI)

For inoperative MALSR, increase LPV visibility to 1¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA.

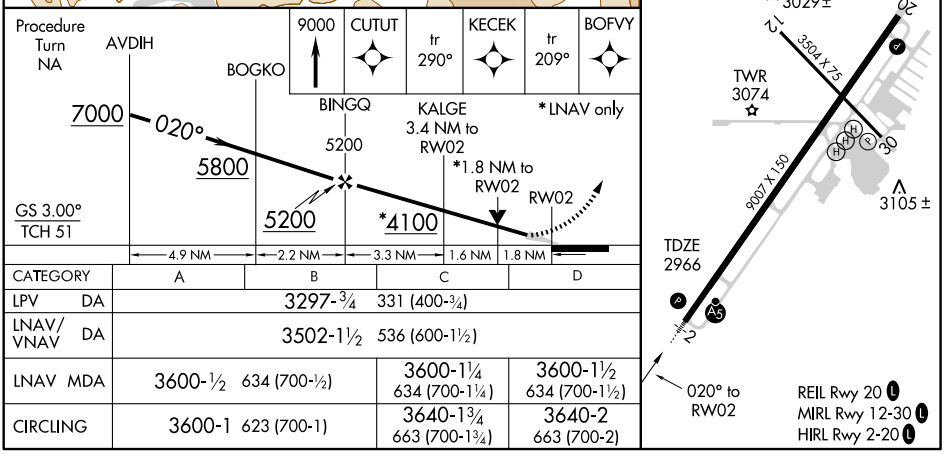
MALSR

MISSED APPROACH: Climb to 9000 direct CUTUT and via track 290° to KECEK and via track 209° to BOFVY and hold.

ATIS	SALT LAKE CENTER	GLACIER TOWER★	GND CON	UNICOM
132.625	133.4 285.4	124.55 (CTAF) L	121.6	122.95



ELEV 2977



CATEGORY	A	B	C	D
LPV DA	3297-¾ 331 (400-¾)			
LNAV/VNAV DA	3502-1½ 536 (600-1½)			
LNAV MDA	3600-½ 634 (700-½)		3600-1¼ 634 (700-1¼)	3600-1½ 634 (700-1½)
CIRCLING	3600-1 623 (700-1)		3640-1¾ 663 (700-1¾)	3640-2 663 (700-2)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	9007
200°	TDZE	2977
	Apt Elev	2977

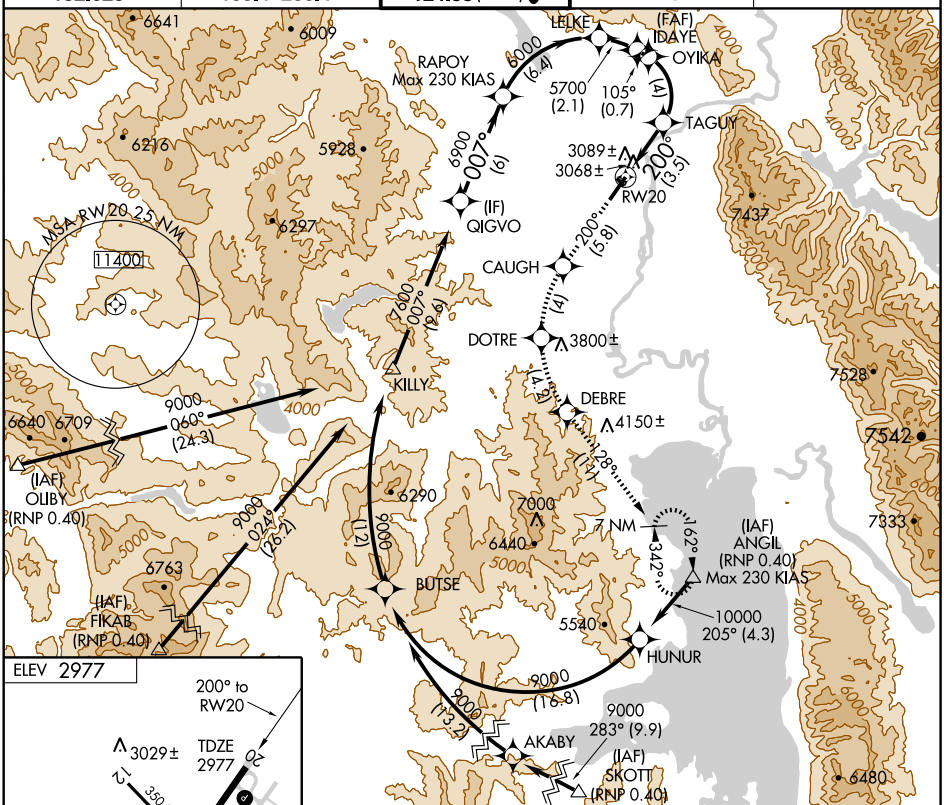
RNAV (RNP) RWY 20

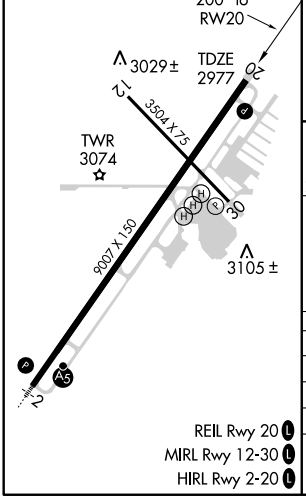
KALISPELL/ GLACIER PARK INTL (GPI)

RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below -21°C (-5°F) or above 43°C (109°F).
*Missed approach requires minimum climb of 235 feet per NM to 6900. Visibility reduction by helicopters NA.

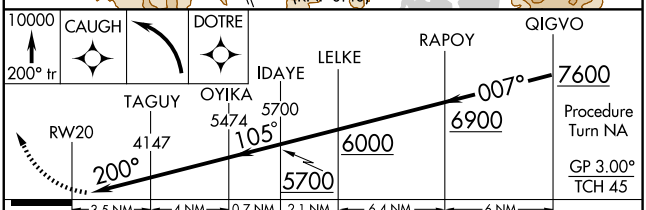
MISSED APPROACH: Climb to 10000 via 200° track to CAUGH and via left turn to DOTRE, and via left turn to DEBRE, and via 128° track to ANGIL and hold, continue climb-in-hold to 10000.

ATIS	SALT LAKE CENTER	GLACIER TOWER*	GND CON	UNICOM
132.625	133.4 285.4	124.55 (CTAF) L	121.6	122.95





REIL Rwy 20 L
MIRL Rwy 12-30 L
HIRL Rwy 2-20 L



CATEGORY	A	B	C	D
RNP 0.10 DA*	3344-1¼ 367 (400-1¼)			
RNP 0.30 DA*	3446-1¾ 469 (500-1¾)			
RNP 0.30 DA	3662-2½ 685 (700-2½)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	9007
020°	TDZE	2966
	Apt Elev	2977

RNAV (RNP) Y RWY 2

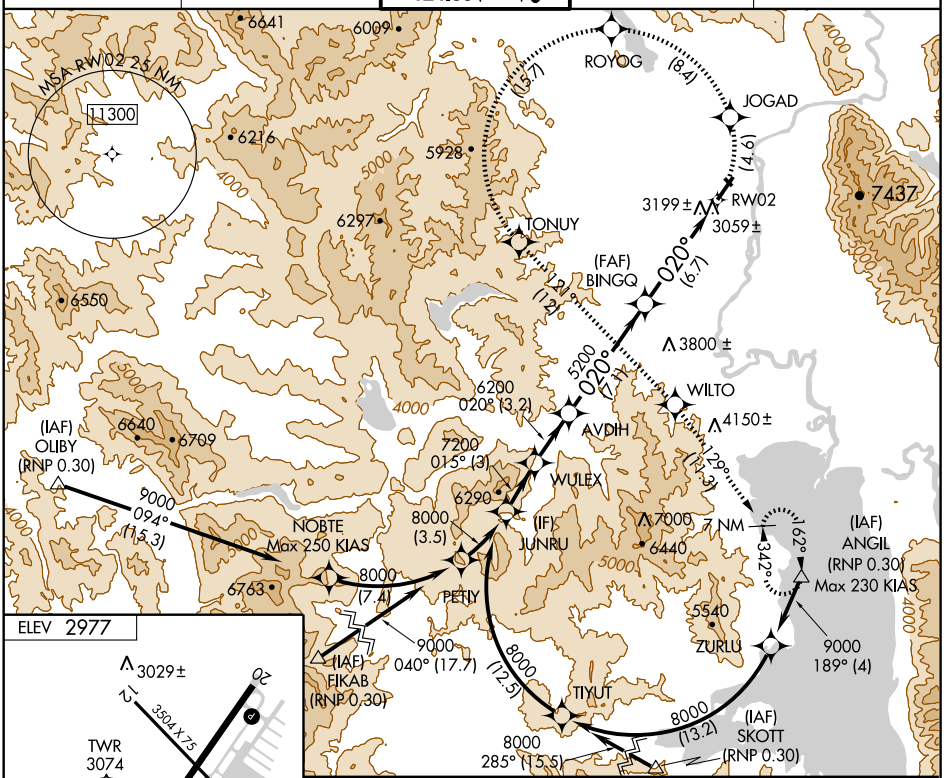
KALISPELL/ GLACIER PARK INTL (GPI)

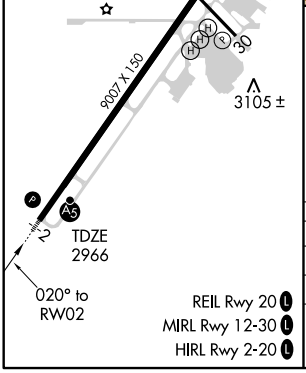
RF and GPS required.
*Missed approach requires minimum climb of 220 feet per NM to 6100.
Missed approach requires RNP less than 1.0.
For uncompensated Baro-VNAV systems, procedure NA below -21°C (-5°F) or above 43°C (109°F). For inoperative MALSR increase RNP 0.10* visibility to 1¼ and RNP 0.30 visibility to 2.

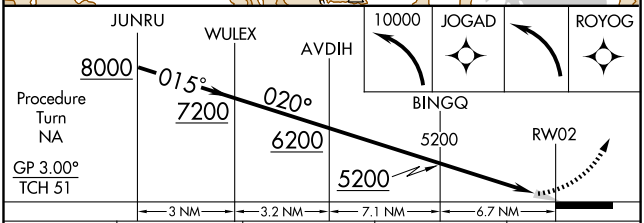
MALSR

MISSED APPROACH: Climb to 10000 via left turn to JOGAD, and via left turn to ROYOG and via left turn to TONUY, and via 121° track to WILTO and via 129° track to ANGIL and hold.

ATIS	SALT LAKE CENTER	GLACIER TOWER *	GND CON	UNICOM
132.625	133.4 285.4	124.55 (CTAF)	121.6	122.95







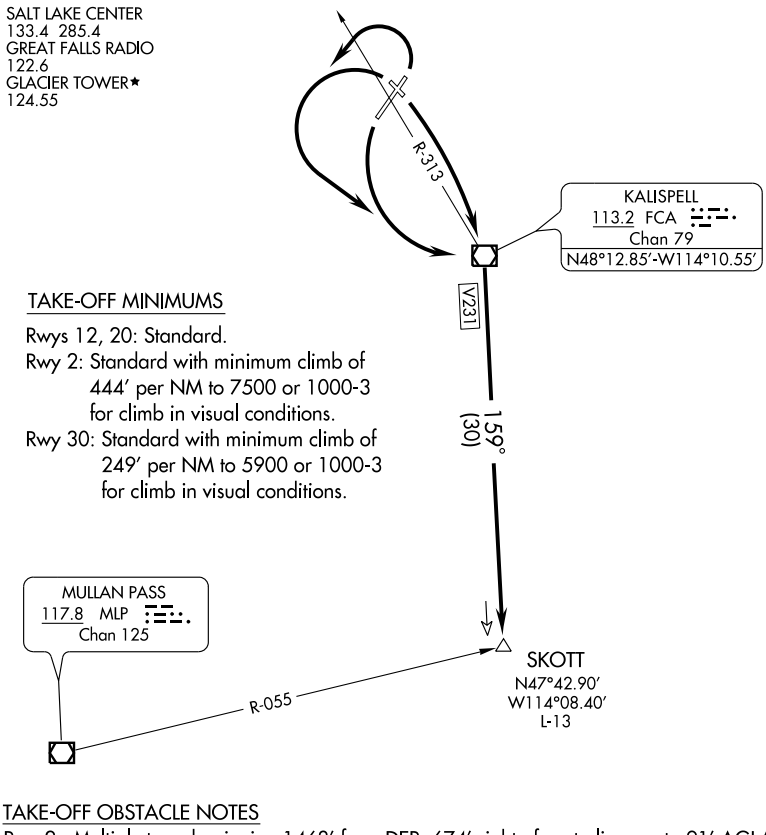
CATEGORY	A	B	C	D
RNP 0.10 DA*	NA	3340-¾ 374 (400-¾)		
RNP 0.30 DA	NA	3522-1½ 556 (600-1½)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

SKOTT ONE DEPARTURE (OBSTACLE)



TAKE-OFF MINIMUMS

Rwys 12, 20: Standard.
Rwy 2: Standard with minimum climb of 444′ per NM to 7500 or 1000-3 for climb in visual conditions.
Rwy 30: Standard with minimum climb of 249′ per NM to 5900 or 1000-3 for climb in visual conditions.

TAKE-OFF OBSTACLE NOTES

Rwy 2: Multiple trees beginning 1468′ from DER, 674′ right of centerline, up to 91′ AGL/3061′ MSL.
Rwy 12: Multiple trees beginning 1426′ from DER, 543′ left of centerline, up to 129′ AGL/3082′ MSL.
Railroad 702′ from DER, 317′ left of centerline, 31′ AGL/2997′ MSL.
Road 544′ from DER, 299′ left of centerline, 22′ AGL/2988′ MSL.
Rwy 20: Multiple trees beginning 2742′ from DER, 1140′ left of centerline, up to 107′ AGL/3169′ MSL.
Rwy 30: Multiple trees beginning 1848′ from DER, 722′ left of centerline, up to 104′ AGL/3067′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climbing left turn direct FCA VOR/DME, thence.... or, climb in visual conditions to cross Glacier Park Intl Airport southeast bound at or above 3800, then via FCA R-313 to FCA VOR/DME, thence....

TAKE-OFF RUNWAY 30: Climbing left turn direct FCA VOR/DME, thence.... or, climb in visual conditions to cross Glacier Park Intl Airport southeast bound at or above 3800, then via FCA R-313 to FCA VOR/DME, thence....

TAKE-OFF RUNWAY 12: Climbing right turn direct FCA VOR/DME, thence....

TAKE-OFF RUNWAY 20: Climbing left turn direct FCA VOR/DME, thence....

....continue climb to 10,000 via FCA R-159 to SKOTT INT.

NW-1, 23 SEP 2010 to 21 OCT 2010

SKOTT ONE DEPARTURE (OBSTACLE)
KALISPELL, MONTANA
KALISPELL/GLACIER PARK INTL (GPI)
(SKOTT1.SKOTT) 09183

VOR/DME FCA	APP CRS	Rwy ldg	3504
113.2	316°	TDZE	2974
Chan 79		Apt Elev	2977

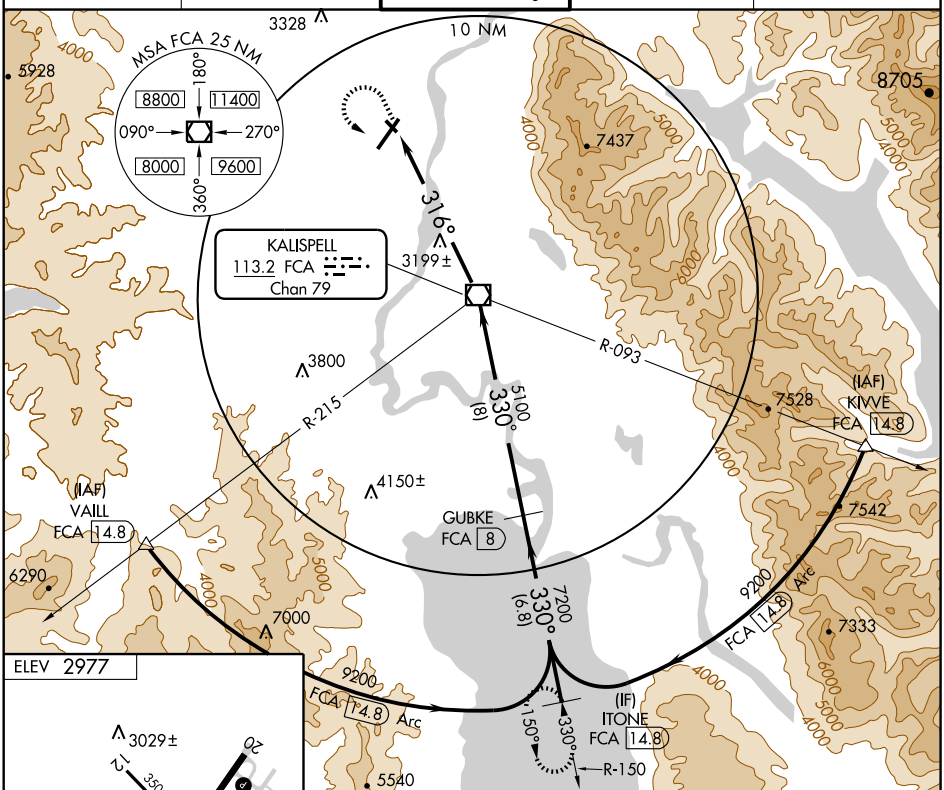
VOR/DME RWY 30

KALISPELL/ GLACIER PARK INTL (GPI)

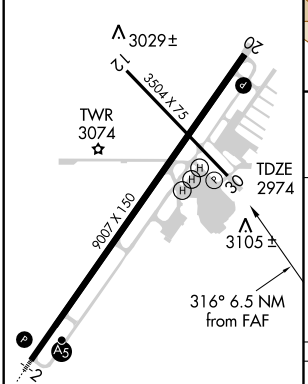
Visibility reduction by helicopters not authorized. When VGSI inoperative, straight-in minimums not authorized at night.

MISSED APPROACH: Climb to 4000 then climbing left turn to 9300 via heading 130° and FCA R-150 to ITONE/14.8 DME and hold, continue climb-in-hold to 9300.

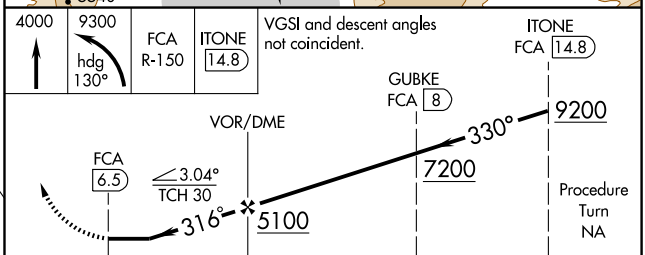
ATIS	SALT LAKE CENTER	GLACIER TOWER★	GND CON	UNICOM
132.625	133.4 285.4	124.55 (CTAF) L	121.6	122.95



ELEV 2977



REIL Rwy 20 L
MIRL Rwy 12-30 L
HIRL Rwy 2-20 L

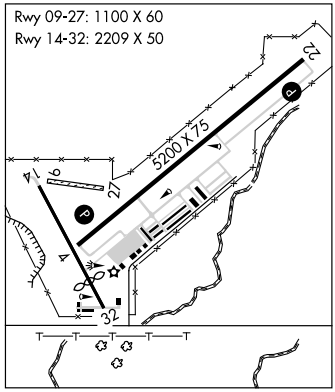


CATEGORY	A	B	C	D
S-30	3480-1 506 (600-1)		3480-1½ 506 (600-1½)	
CIRCLING	3520-1 543 (600-1)		3640-1¾ 663 (700-1¾)	3640-2 663 (700-2)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

LAUREL MUNI (6S8) 2 N UTC−7(−6DT) N45°42.19′ W108°45.67′ **BILLINGS**
3517 B S4 **FUEL** 100, MOGAS NOTAM FILE GTF **H–1E, L–13D**
RWY 04–22: H5200X75 (ASPH) S–12.5 MIRL 0.6% up SW **IAP**
RWY 04: PAPI(P2L)—GA 3.0° TCH 31′.
RWY 22: PAPI(P2L)—GA 3.0° TCH 41′.
RWY 14–32: H2209X50 (ASPH) S–8 2.5% up NW
RWY 14: Hill. **RWY 32:** Thld dsplcd 514′. Trees.
RWY 09–27: 1100X60 (TURF) 2.3% up W
RWY 09: Fence. **RWY 27:** Fence.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡, Sat–Sun intermittently. Parachute Jumping. Ultralights on and in vicinity of arpt. Numerous deer and antelope on and invof rwy. PAEW intermittently invof of all rwys, twys and ramps. Intermittent snow removal be alert during winter months. Rwy 09 not maintained during winter. Rwy 09–27 surface rough. PAEW north of Rwy 04–22. Rwy 09–27 marker cones full rwy length. Rwy 32 dsplcd thld marked not lgtd. ACTIVATE MIRL Rwy 04–22 and PAPI Rwys 04 and 22—CTAF.
COMMUNICATIONS: CTAF/AUNICOM 123.05
Ⓡ **BILLINGS APP/DEP CON** 119.2 120.5
RADIO AIDS TO NAVIGATION: NOTAM FILE BIL.
BILLINGS (H) VORTACW 114.5 BIL Chan 92 N45°48.51′ W108°37.48′ 208° 8.5 NM to fld. 3808/14E.

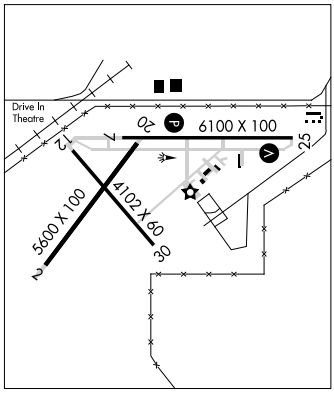


LAVINA (8ØS) 2 NW UTC−7(−6DT) N46°18.43′ W108°57.34′ **BILLINGS**
3490 NOTAM FILE GTF
RWY 07–25: 3460X100 (TURF)
RWY 07: Fence. **RWY 25:** Fence.
AIRPORT REMARKS: Unattended. No snow removal. Rwy 07–25 very muddy when wet; rough with gopher holes. Rwy 07–25 marked with cones full rwy length.
COMMUNICATIONS: CTAF 122.9

LEWISTOWN MUNI (LWT) 2 SW UTC−7(−6DT) N47°02.96′ W109°28.00′ **GREAT FALLS**
4170 B S4 **FUEL** 100, JET A Class III, ARFF Index A NOTAM FILE LWT **H–1E, L–13D**
RWY 07–25: H6100X100 (ASPH) S–40, D–55, 2S–82, 2D–95 MIRL 0.3% up W **IAP**
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 51′.
RWY 25: REIL. VASI(V4L)—GA 3.0° TCH 50′.
RWY 02–20: H5600X100 (ASPH) S–12.5, D–80, 2S–101, 2D–120 MIRL 0.7% up SW
RWY 20: Building.
RWY 12–30: H4102X60 (ASPH) S–12.5 MIRL 0.8% up SE
RWY 12: Railroad.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA–5600	TODA–5600	ASDA–5600	LDA–5600
RWY 07:	TORA–6100	TODA–6100	ASDA–6100	LDA–6100
RWY 20:	TORA–5600	TODA–5600	ASDA–5600	LDA–5600
RWY 25:	TORA–6100	TODA–6100	ASDA–6100	LDA–6100

AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Rwy 02–20 and Rwy 12–30 CLOSED during snow conditions. Afld sfc conditions not monitored 0330–1400Z‡. Rwy 02–20 day use only and not plowed during snow. Rwy 02–20 asph spalling. Rwy 02–20 MIRL OTS indef. ACTIVATE MIRL Rwy 02–20, Rwy 07–25, and Rwy 12–30 PAPI Rwy 07, VASI Rwy 25 and REIL Rwy 07 and Rwy 25—CTAF.
WEATHER DATA SOURCES: ASOS 118.375 (406) 538–2653.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.35 (GREAT FALLS RADIO)
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE LWT.
(H) VORW/DME 112.0 LWT Chan 57 N47°03.18′ W109°36.37′ 077° 5.7 NM to fld. 4133/15E.
VOR/DME unusable:
125°–179° byd 30 NM blo 14,000′
215°–239° byd 30 NM blo 14,000′
DME unusable:
040°–055° byd 30 NM blo 10,000′
360°–015° byd 30 NM blo 10,000



APP CRS	Rwy ldg	5200
036°	TDZE	3488
	Apt Elev	3517

RNAV (GPS) RWY 4
LAUREL MUNI (6S8)

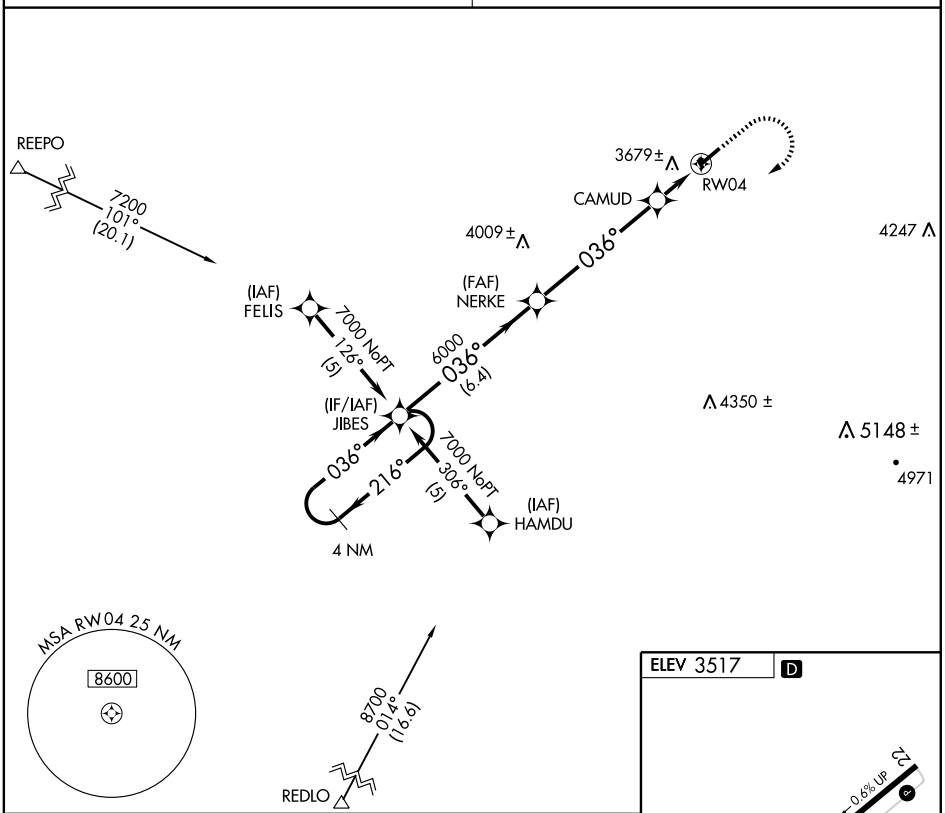
T
A NA

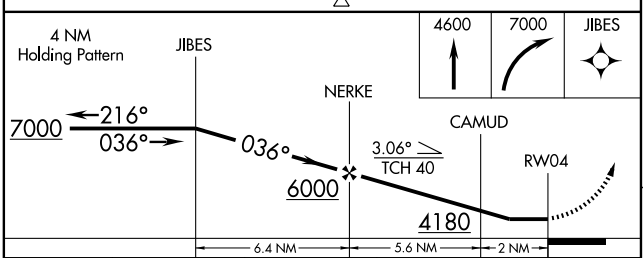
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Billings altimeter setting.

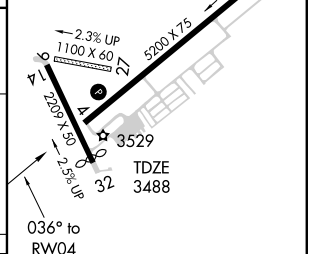
MISSED APPROACH: Climb to 4600 then climbing right turn to 7000 direct JIBES WP and hold.

BILLINGS APP CON
119.2 120.5 284.6

UNICOM
123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV	4120-1	632 (700-1)	4120-1¾ 632 (700-1¾)	4120-2 632 (700-2)
CIRCLING	4220-1	703 (800-1)	4220-2 703 (800-2)	4340-2¾ 823 (900-2¾)

MIRL Rwy 4-22 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	5200
216°	TDZE	3472
	Apt Elev	3517

RNAV (GPS) RWY 22
LAUREL MUNI (6S8)

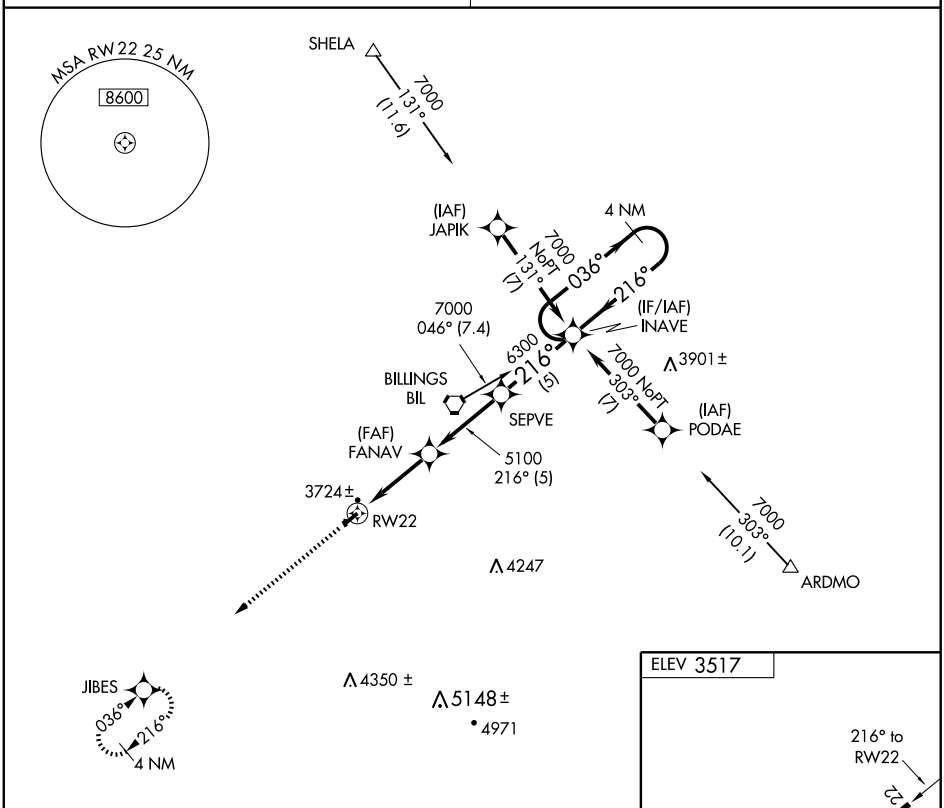
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Billings altimeter setting.

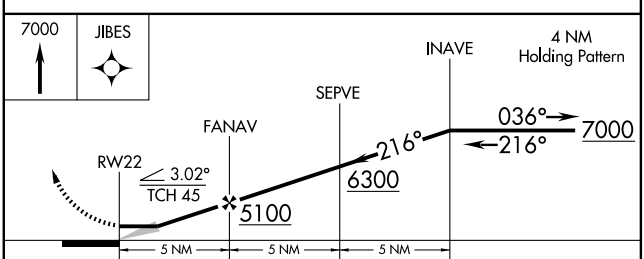
NA

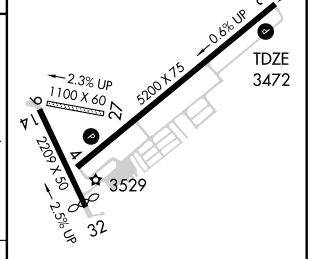
MISSED APPROACH: Climb to 7000 direct JIBES WP and hold.

BILLINGS APP CON
119.2 120.5 284.6

UNICOM
123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	4100-1 628 (600-1)		4100-1¾ 628 (600-1¾)	4100-2 628 (600-2)
CIRCLING	4220-1 703 (800-1)		4220-2 703 (800-2)	4340-2¾ 823 (900-2¾)

MIRL Rwy 4-22 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

VORTAC BIL 114.5 Chan 92	APP CRS 208°	Rwy ldg 5200 TDZE 3472 Apt Elev 3517

VOR RWY 22
LAUREL MUNI (6S8)

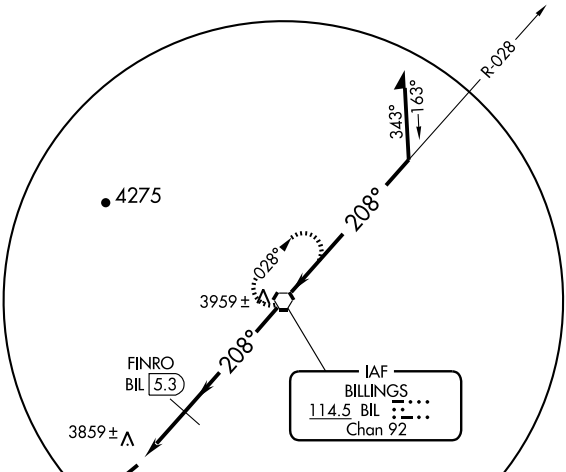
T
A NA

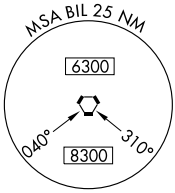
Use Billings altimeter setting.

MISSED APPROACH: Climb to 4700 then climbing left turn to 6300 direct BIL VORTAC and hold.

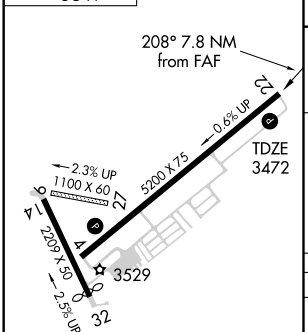
BILLINGS APP CON
119.2 120.5 284.6

UNICOM
123.05 (CTAF) L



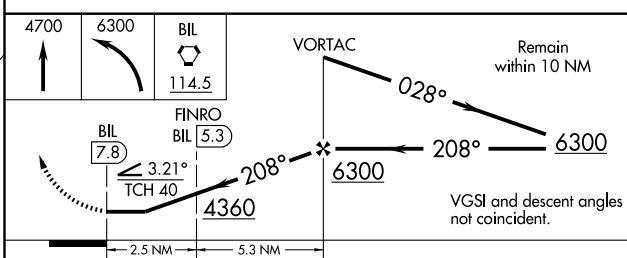


ELEV 3517



MIRL Rwy 4-22 L

FAF to MAP 7.8 NM					
Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

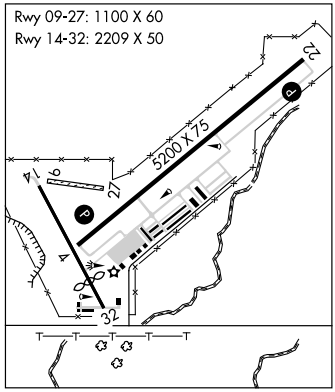


CATEGORY	A	B	C	D
S-22	4360-1¼ 888 (900-1¼)		4360-2¾ 888 (900-2¾)	4360-3 888 (900-3)
CIRCLING	4360-1¼ 843 (900-1¼)		4360-2¾ 843 (900-2¾)	4360-3 843 (900-3)
FINRO FIX MINIMUMS				
S-22	4160-1 688 (700-1)		4160-2 688 (700-2)	4160-2¼ 688 (700-2¼)
CIRCLING	4220-1 703 (800-1)		4220-2 703 (800-2)	4340-2¾ 823 (900-2¾)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

LAUREL MUNI (6S8) 2 N UTC−7(−6DT) N45°42.19′ W108°45.67′ **BILLINGS**
3517 B S4 **FUEL** 100, MOGAS NOTAM FILE GTF **H–1E, L–13D**
RWY 04–22: H5200X75 (ASPH) S–12.5 MIRL 0.6% up SW **IAP**
RWY 04: PAPI(P2L)—GA 3.0° TCH 31′.
RWY 22: PAPI(P2L)—GA 3.0° TCH 41′.
RWY 14–32: H2209X50 (ASPH) S–8 2.5% up NW
RWY 14: Hill. **RWY 32:** Thld dsplcd 514′. Trees.
RWY 09–27: 1100X60 (TURF) 2.3% up W
RWY 09: Fence. **RWY 27:** Fence.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡, Sat–Sun intermittently. Parachute Jumping. Ultralights on and in vicinity of arpt. Numerous deer and antelope on and invof rwy. PAEW intermittently invof of all rwys, twys and ramps. Intermittent snow removal be alert during winter months. Rwy 09 not maintained during winter. Rwy 09–27 surface rough. PAEW north of Rwy 04–22. Rwy 09–27 marker cones full rwy length. Rwy 32 dsplcd thld marked not lgtd. ACTIVATE MIRL Rwy 04–22 and PAPI Rwys 04 and 22—CTAF.
COMMUNICATIONS: CTAF/AUNICOM 123.05
Ⓡ **BILLINGS APP/DEP CON** 119.2 120.5
RADIO AIDS TO NAVIGATION: NOTAM FILE BIL.
BILLINGS (H) VORTACW 114.5 BIL Chan 92 N45°48.51′ W108°37.48′ 208° 8.5 NM to fld. 3808/14E.

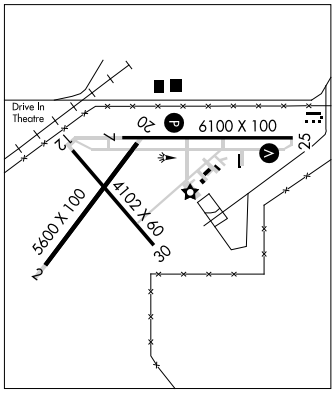


LAVINA (8ØS) 2 NW UTC−7(−6DT) N46°18.43′ W108°57.34′ **BILLINGS**
3490 NOTAM FILE GTF
RWY 07–25: 3460X100 (TURF)
RWY 07: Fence. **RWY 25:** Fence.
AIRPORT REMARKS: Unattended. No snow removal. Rwy 07–25 very muddy when wet; rough with gopher holes. Rwy 07–25 marked with cones full rwy length.
COMMUNICATIONS: CTAF 122.9

LEWISTOWN MUNI (LWT) 2 SW UTC−7(−6DT) N47°02.96′ W109°28.00′ **GREAT FALLS**
4170 B S4 **FUEL** 100, JET A Class III, ARFF Index A NOTAM FILE LWT **H–1E, L–13D**
RWY 07–25: H6100X100 (ASPH) S–40, D–55, 2S–82, 2D–95 MIRL 0.3% up W **IAP**
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 51′.
RWY 25: REIL. VASI(V4L)—GA 3.0° TCH 50′.
RWY 02–20: H5600X100 (ASPH) S–12.5, D–80, 2S–101, 2D–120 MIRL 0.7% up SW
RWY 20: Building.
RWY 12–30: H4102X60 (ASPH) S–12.5 MIRL 0.8% up SE
RWY 12: Railroad.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA–5600	TODA–5600	ASDA–5600	LDA–5600
RWY 07:	TORA–6100	TODA–6100	ASDA–6100	LDA–6100
RWY 20:	TORA–5600	TODA–5600	ASDA–5600	LDA–5600
RWY 25:	TORA–6100	TODA–6100	ASDA–6100	LDA–6100

AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Rwy 02–20 and Rwy 12–30 CLOSED during snow conditions. Afld sfc conditions not monitored 0330–1400Z‡. Rwy 02–20 day use only and not plowed during snow. Rwy 02–20 asph spalling. Rwy 02–20 MIRL OTS indef. ACTIVATE MIRL Rwy 02–20, Rwy 07–25, and Rwy 12–30 PAPI Rwy 07, VASI Rwy 25 and REIL Rwy 07 and Rwy 25—CTAF.
WEATHER DATA SOURCES: ASOS 118.375 (406) 538–2653.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.35 (GREAT FALLS RADIO)
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE LWT.
(H) VORW/DME 112.0 LWT Chan 57 N47°03.18′ W109°36.37′ 077° 5.7 NM to fld. 4133/15E.
VOR/DME unusable:
125°–179° byd 30 NM blo 14,000′
215°–239° byd 30 NM blo 14,000′
DME unusable:
040°–055° byd 30 NM blo 10,000′
360°–015° byd 30 NM blo 10,000



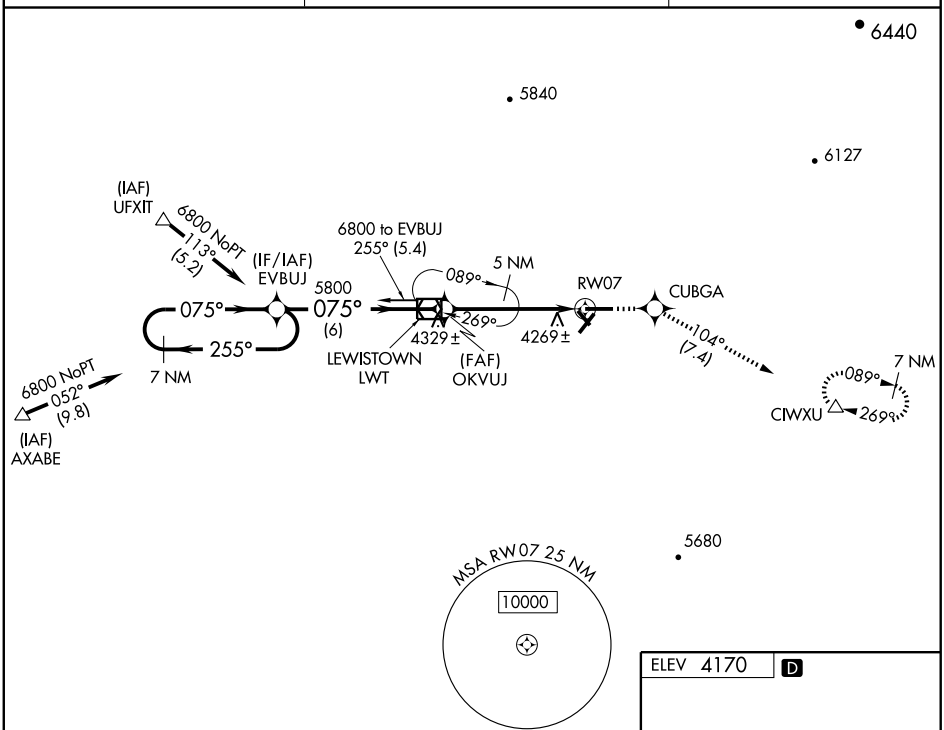
WAAS CH 86700 W07A	APP CRS 075°	Rwy ldg 6100 TDZE 4129 Apt Elev 4170

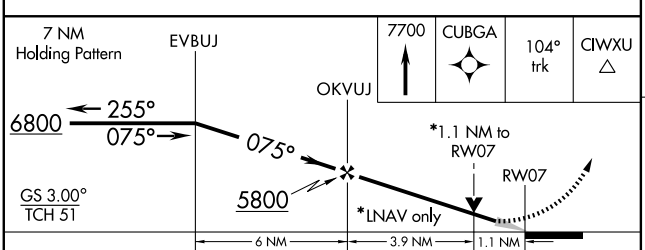
RNAV (GPS) RWY 7
LEWISTOWN MUNI (LWT)

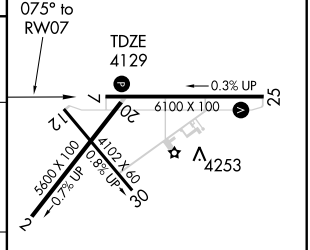
DME/DME RNP -0.3 NA.
If local altimeter setting not received, procedure NA.
Baro-VNAV NA below -23°C (-9°F)

MISSED APPROACH: Climb to 7700 direct CUBGA and via 104° track to CIWXU and hold, continue climb-in-hold to 7700.

ASOS	GREAT FALLS RADIO	UNICOM
118.375	122.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4379-¾ 250 (300-¾)			
LNAV/VNAV DA	4636-1¾ 507 (500-1¾)			
LNAV MDA	4520-1 391 (400-1)			4520-1¼ 391 (400-1¼)
CIRCLING	4680-1¾ 510 (600-1¾)		4780-1¾ 610 (700-1¾)	4860-2¼ 690 (700-2¼)

REIL Rwys 7 and 25 L
MIRL Rwys 2-20, 7-25 and 12-30 L

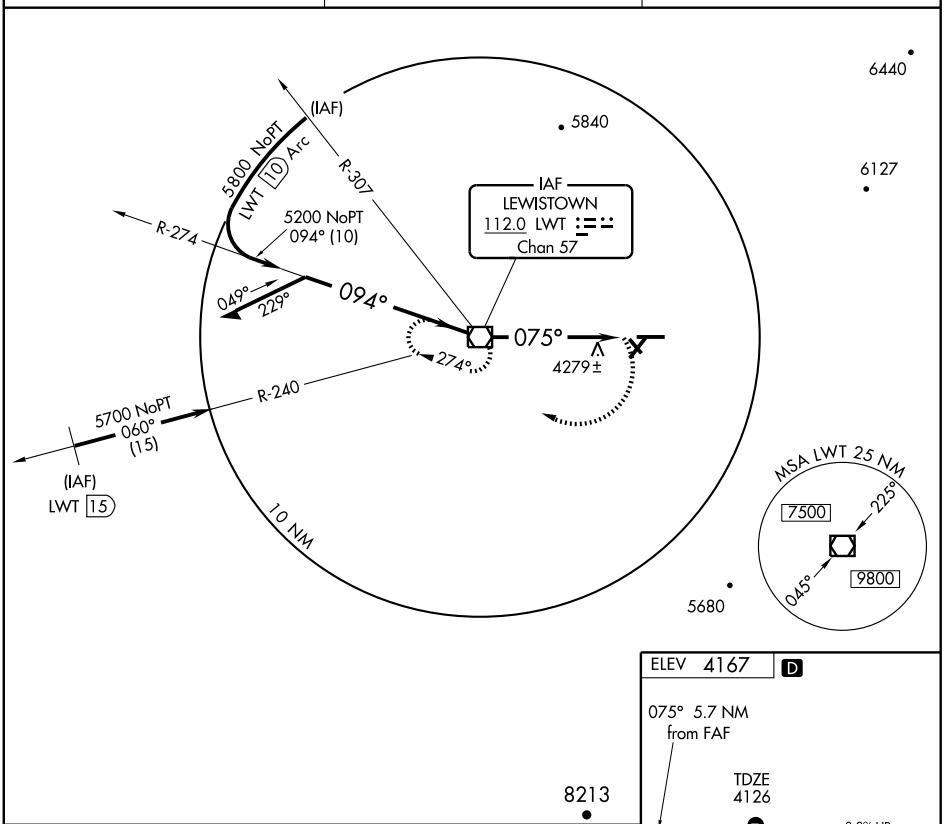
VOR/DME LWT	APP CRS	Rwy ldg 6100
112.0	075°	TDZE 4126
Chan 57		Apt Elev 4167

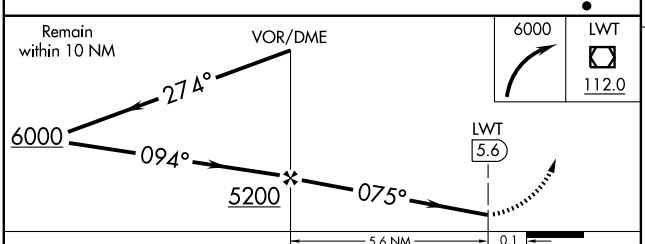
VOR RWY 7
LEWISTOWN MUNI (LWT)

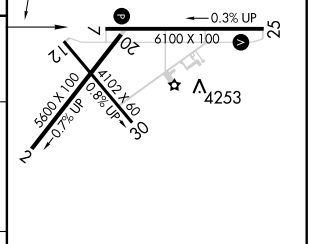
If local altimeter setting not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 6000 direct LWT VOR/DME and hold.

ASOS	GREAT FALLS RADIO	UNICOM
118.375	122.2	123.0 (CTAF) L







REIL Rwys 7 and 25 L
MIRL Rwys 2-20, 7-25 and 12-30 L

CATEGORY	A	B	C	D
S-7	4600-1 474 (500-1)		4600-1¼ 474 (500-1¼)	4600-1½ 474 (500-1½)
CIRCLING	4660-1 493 (500-1)		4660-1½ 493 (500-1½)	4880-2¼ 713 (800-2¼)

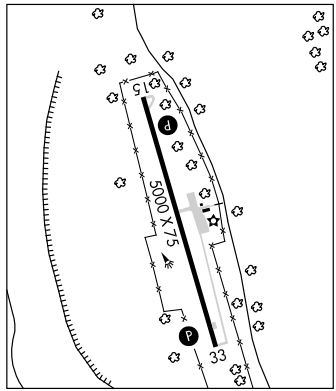
FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

LIBBY (S59) 7 S UTC−7(−6DT) N48°17.03′ W115°29.41′
2601 B S4 **FUEL** 100LL, JET A NOTAM FILE GTF
RWY 15–33: H5000X75 (ASPH–PFC) S–24 MIRL 0.4% up SE
RWY 15: PAPI(P2L)—GA 3.0° TCH 28′. Trees.
RWY 33: PAPI (P2L)—GA 3.75° TCH 36′. Trees.
AIRPORT REMARKS: Attended continuously. ACTIVATE MIRL Rwy 15–33 and PAPI Rwy 15–33—122.8 (or CTAF).
WEATHER DATA SOURCES: AWOS–A 118.575 (406) 293–4631. Plus visibility.
COMMUNICATIONS: CTAF/UNICOM 122.8
SEATTLE CENTER APP/DEP CON 123.95
RADIO AIDS TO NAVIGATION: NOTAM FILE MLP.
MULLAN PASS (H) VORW/DME 117.8 MLP Chan 125 N47°27.42′ W115°38.76′ 347° 50.0 NM to fld. 6100/20E. **HIWAS.**
NDB (MHW) 414 LYI N48°18.27′ W115°29.72′ 154° 1.3 NM to fld. NOTAM FILE GTF. VFR only.

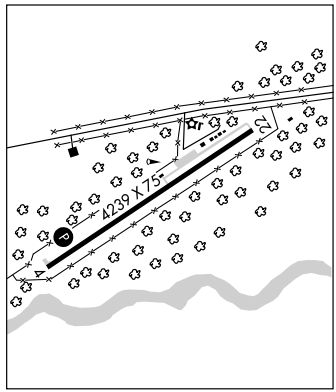
GREAT FALLS
H–1D, L–13B
IAP



LIBERTY CO (See CHESTER)

LINCOLN (S69) 2 E UTC−7(−6DT) N46°57.28′ W112°39.01′
4603 B NOTAM FILE GTF
RWY 04–22: H4239X75 (ASPH–PFC) S–12.5 MIRL
RWY 04: PAPI(P2L)—GA 4.0°. TCH 32′. Trees. **RWY 22:** Road.
AIRPORT REMARKS: Unattended. Heavy helicopter use during summer. Intermittent snow removal. ACTIVATE MIRL Rwy 04–22, PAPI Rwy 04–CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GTF.
GREAT FALLS (H) VORTACW 115.1 GTF Chan 98 N47°27.00′ W111°24.73′ 224° 58.7 NM to fld. 3672/16E.

GREAT FALLS
L–13C



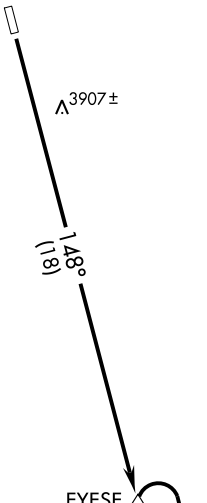
LINDEY'S LANDING WEST SPB (See SEELEY LAKE)

LIVINGSTON N45°42.15′ W110°26.55′ NOTAM FILE LVM.
(H) VORW/DME 116.1 LVM Chan 108 at Mission Fld. 4650/15E.
RCO 122.2 (GREAT FALLS RADIO)

GREAT FALLS
H–1D, L–13C

EYESE ONE DEPARTURE (RNAV) (OBSTACLE)

SEATTLE CENTER
123.95 290.55
AWOS-A
118.575



NOTE: 1. GPS required.
2. RNAV 1

TAKE-OFF MINIMUMS: 1400-2 or standard with a minimum climb of 380′ per NM to 9600′.
3907′ terrain 23697′ from runway threshold, 2491′ left of centerline.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 15: Climb via 148° course to 9600′ to EYESE, then continue climb to 12000′ within the EYESE holding pattern.

NW-1, 23 SEP 2010 to 21 OCT 2010

EYESE ONE DEPARTURE (RNAV) (OBSTACLE)
LIBBY, MONTANA
LIBBY (S59)
(EYESE1.EYESE) 10210

APP CRS	Rwy ldg	N/A
148°	TDZE	N/A
	Apt Elev	2601

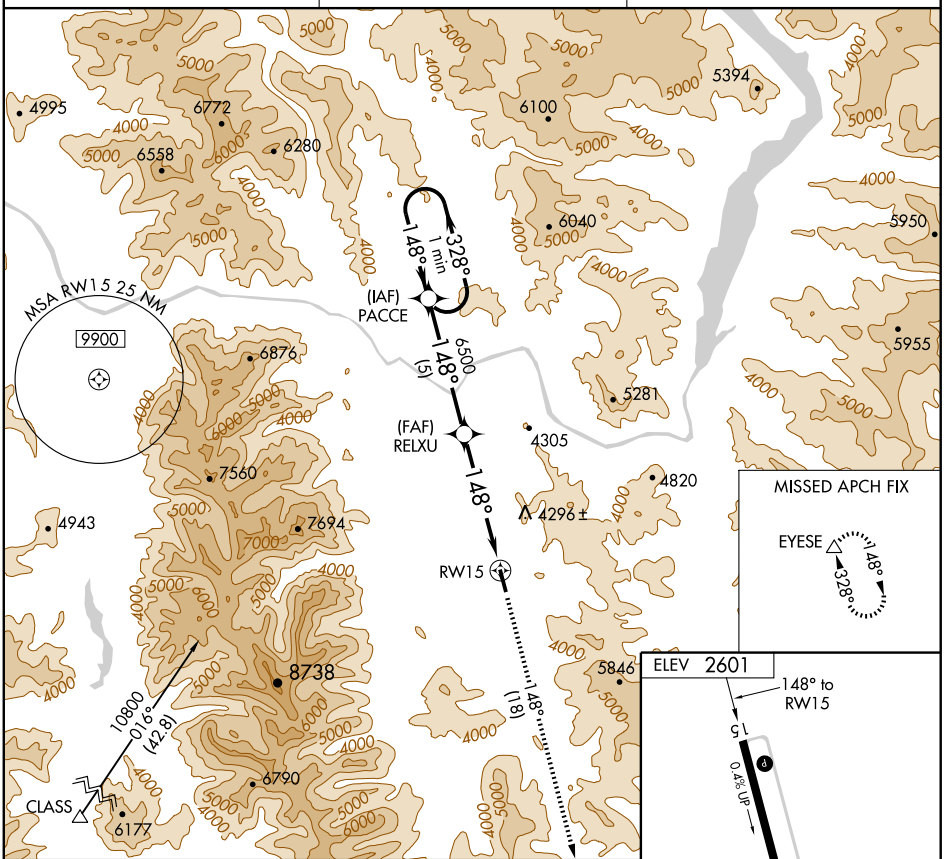
GPS-A
LIBBY (S59)

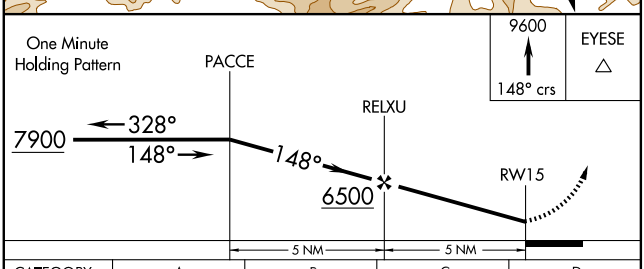
NA

Obtain local altimeter setting on CTAF; when not received procedure NA.
Circling NA east of Rwys 15-33 at night.

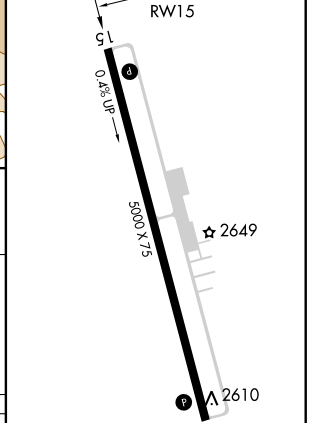
MISSED APPROACH: Climb to 9600 via 148° course to EYESE and hold.

AWOS-A	SEATTLE CENTER	UNICOM
118.575	123.95 290.55	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	5100-1¼ 2499 (2500-1¼)	5100-1½ 2499 (2500-1½)	NA	

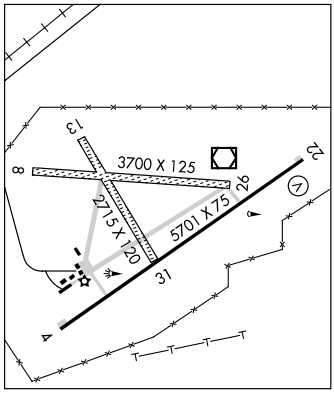


NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

LIVINGSTON

MISSION FLD (LVM) 5 E UTC−7(−6DT) N45°41.96′ W110°26.90′ **GREAT FALLS**
4660 B S2 **FUEL** 100, JET A NOTAM FILE LVM **H–1E, L–13C**
RWY 04–22: H5701X75 (ASPH) S–40, D–70, 2D–110 MIRL **IAP**
RWY 04: Fence. **RWY 22:** REIL. VASI(V2L)—GA 4.0° TCH 44′.
RWY 08–26: 3700X125 (TURF)
RWY 08: Fence.
RWY 13–31: 2715X120 (TURF)
AIRPORT REMARKS: Attended 1500–0100Z‡. Parachute Jumping. Wildlife on and invof rwy. Ultralight activity on and in vicinity of arpt. Rwy 08 and Rwy 26 thlds and first 200′ marked with white cones. Rwy 13 and Rwy 31 thlds and first 200′ marked with white cones. Rwy 04–22 MIRL ops dusk–0600Z‡, after 0600Z‡ ACTIVATE MIRL Rwy 04–22—123.0.
WEATHER DATA SOURCES: ASOS 135.275 (406) 222–2338.
COMMUNICATIONS: CTAF/UNICOM 123.0
LIVINGSTON RCO 122.2 (GREAT FALLS RADIO)
AIRSPACE: CLASS E svc 1500–0100Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LVM.
LIVINGSTON (H) VORW/DME 116.1 LVM Chan 108 N45°42.15′ W110°26.55′ at fld. 4650/15E



L M CLAYTON (See WOLF POINT)

MALMSTROM AFB (GFA)(KGFA) AF 3 E UTC−7(−6DT) N47°30.28′ W111°11.24′ **GREAT FALLS**
3472 NOTAM FILE GFA Not insp.
H1: H100X100 (ASPH)
H2: H100X100 (CONC)
MILITARY SERVICE: LGT Perimeter, ldg and apch lgt avbl. Ldg direction and apch lgt oriented 026° **FUEL** J8
TRAN ALERT No svc avbl without prior coordination with Helicopter Maintenance DSN 632–6356.
MILITARY REMARKS: Ctc 40th Helicopter Flight for opr hr. See FLIP AP/1 Supplementary Arpt Information. **RSTD** Rotary/Wing acft on Official Business Only, clsd to all Fixed/Wing acft. PPR from 40th Helicopter Flight DSN 632–3250. Heliport limited to two helipads and slide area btn ''R'' and ''Q''. Other areas of old afld littered with obstructions and acft not authorized for ldg or dep. Orange barriers mark boundaries of heliport. **CAUTION** 57′ twr located .5 NM northeast.
COMMUNICATIONS: CTAF 139.225
GREAT FALLS APP/DEP CON 124.15 128.6 259.1 VFR Advisory.
COMD POST 311.0 321.0 **PMSV METRO** 239.8 Opr Mon–Fri 1100–2330Z‡, weekends and holidays, limited svc 1300–1600Z‡. Other times ctc Davis-Monthan AFB, 25th OWS at DSN 228–7553/7644. ASOS not manually augmented and data is only available via PMSV during normal duty hours. **BLADE OPS** 271.9

MALTA (M75) 1 NW UTC−7(−6DT) N48°22.02′ W107°55.16′ **BILLINGS**
2254 B S4 **FUEL** 100LL, JET A NOTAM FILE GTF **L–13D**
RWY 08–26: H4500X75 (ASPH) S–12.5 MIRL **IAP**
RWY 08: PAPI(P2L)—GA 3.0° TCH 25′. **RWY 26:** PAPI(P2L)—GA 3.0° TCH 25′.
AIRPORT REMARKS: Attended continuously. MIRL Rwy 08–26 and PAPI Rwy 08 and Rwy 26 opr dusk–0700Z‡ after 0700Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/AUNICOM 122.8
SALT LAKE CENTER APP/DEP CON 126.85
RADIO AIDS TO NAVIGATION: NOTAM FILE GGW.
GLASGOW (H) VORW/DME 113.9 GGW Chan 86 N48°12.92′ W106°37.53′ 266° 52.6 NM to fld. 2280/14E.
NDB (MHW) 272 MLK N48°22.13′ W107°55.04′ at fld. VFR only. NOTAM FILE GTF.

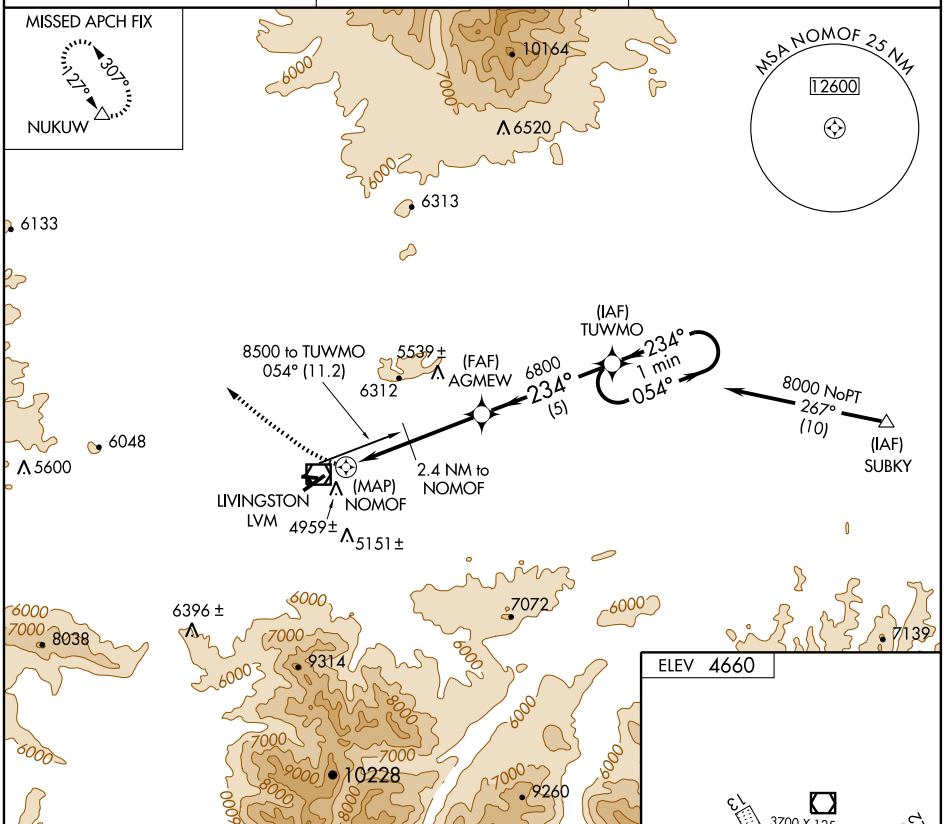
APP CRS	Rwy ldg	5701
234°	TDZE	4649
	Apt Elev	4660

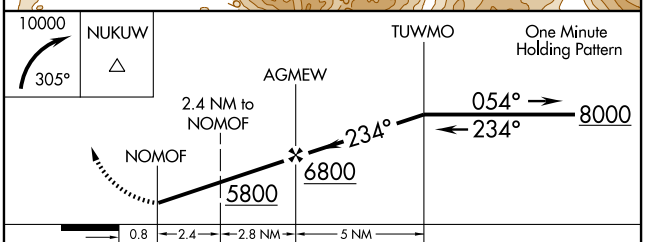
GPS RWY 22
LIVINGSTON/ MISSION FIELD (LVM)

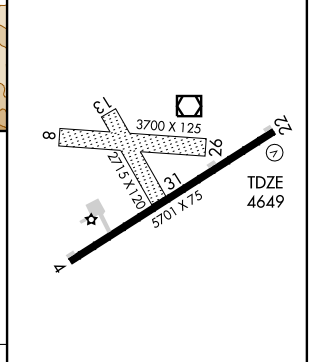
T
NA

MISSED APPROACH: Climbing right turn to 10000 via 305° course to NUKUW WP and hold.

ASOS	GREAT FALLS RADIO	UNICOM
135.275	122.2	123.0 (CTAF) L







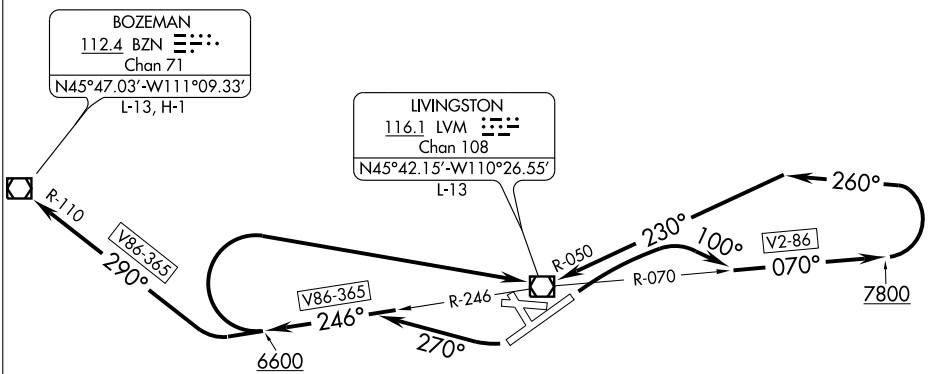
CATEGORY	A	B	C	D
S-22	5080-1 431 (500-1)		5080-1¼ 431 (500-1¼)	5080-1½ 431 (500-1½)
CIRCLING	5360-1 700 (700-1)	5380-1 720 (800-1)	5380-2 720 (800-2)	5580-3 920 (1000-3)

REIL Rwy 22
MIRL Rwy 4-22 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

LIVINGSTON ONE DEPARTURE (OBSTACLE)

GREAT FALLS RADIO
122.2
ASOS 135.275



TAKE-OFF MINIMUMS
Rwys 8, 13, 26, 31: NA-Environmental.
Rwy 4: Standard.
Rwy 22: Standard with minimum climb of 300' per NM to 6800 or 2700-3 for climb in visual conditions.

TAKE-OFF OBSTACLE NOTE
Rwy 22: Multiple trees beginning 400' from DER, 256' right of centerline, up to 100' AGL/4719' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climbing right turn heading 100° and LVM VOR/DME R-070 outbound; aircraft departing eastbound, climb via LVM R-070/V2-86 enroute. All others continue climb on LVM R-070 to 7800, then climbing left turn via heading 260° and LVM R-050 to cross LVM VOR/DME at or above 9000, then climb enroute.

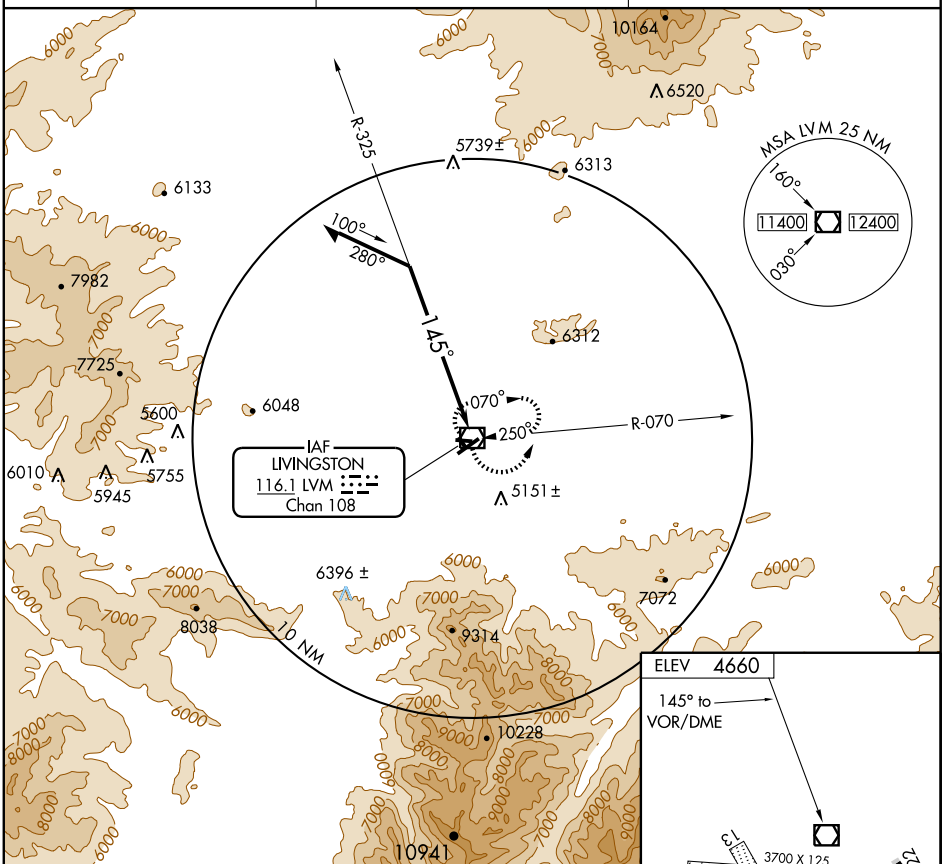
TAKE-OFF RUNWAY 22: Climbing right turn heading 270° and LVM VOR/DME R-246 outbound; aircraft departing eastbound, continue climb via LVM R-246 outbound to 6600, then climbing right turn direct LVM VOR/DME, then climb on LVM R-070/V2-86 enroute. All other aircraft continue climb via LVM VOR/DME R-246 and BZN VOR/DME R-110 to BZN. For climb in visual conditions, cross LVM VOR/DME at or above 9000 before proceeding via filed airway route.

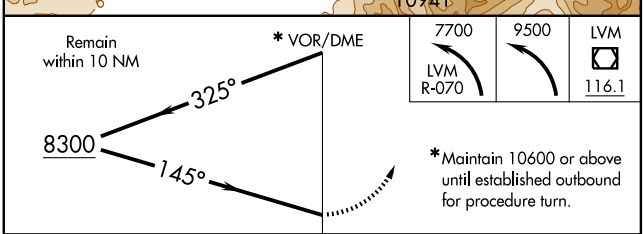
VOR/DME LVM 116.1 Chan 108	APP CRS 145°	Rwy ldg N/A TDZE N/A Apt Elev 4660

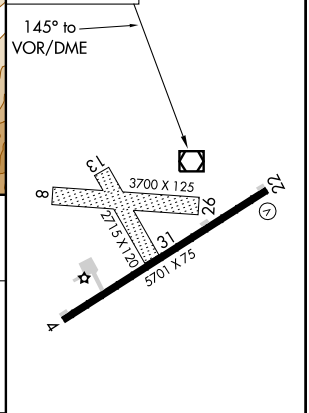
VOR-A
LIVINGSTON/ MISSION FIELD (LVM)

MISSED APPROACH: Climbing left turn to 7700 via LVM R-070, then climbing left turn to 9500 direct LVM VOR/DME and hold.

ASOS	GREAT FALLS RADIO	UNICOM
135.275	122.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	6800-1¼ 2140 (2200-1¼)	6800-1½ 2140 (2200-1½)	6800-3 2140 (2200-3)	

REIL Rwy 22
MIRL Rwy 4-22 L

NW-1, 23 SEP 2010 to 21 OCT 2010

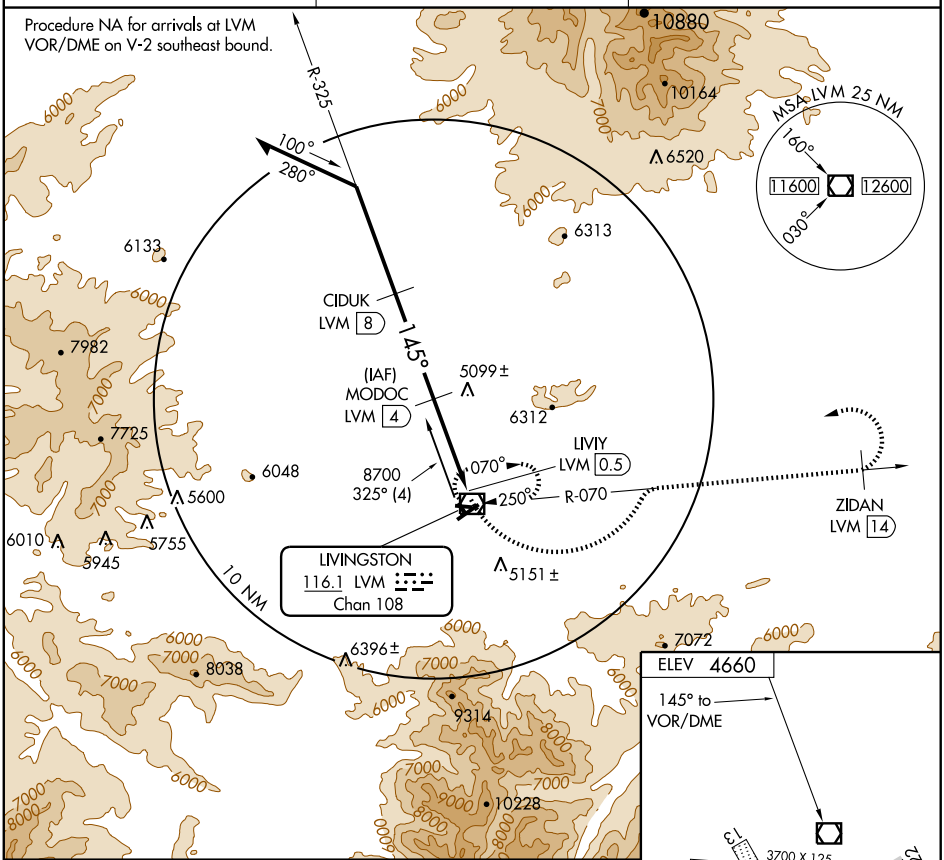
NW-1, 23 SEP 2010 to 21 OCT 2010

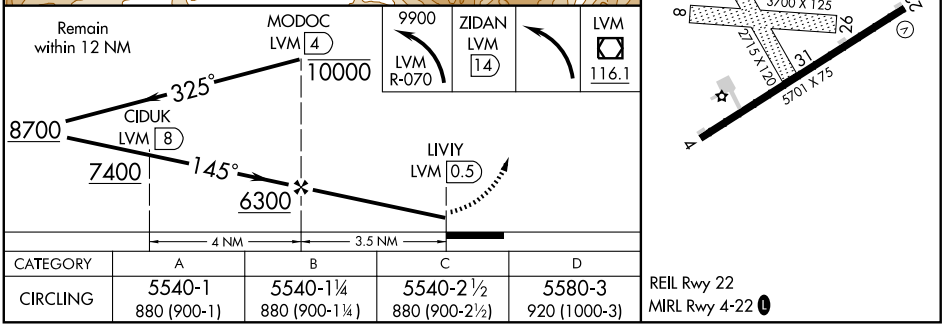
VOR/DME LVM 116.1 Chan 108	APP CRS 145°	Rwy ldg N/A TDZE N/A Apt Elev 4660

VOR/DME-B
LIVINGSTON/ MISSION FIELD (LVM)

MISSED APPROACH: Climbing left turn to 9900 via LVM VOR/DME R-070 to ZIDAN/14 DME and left turn direct LVM VOR/DME and hold.

ASOS	GREAT FALLS RADIO	UNICOM
135.275	122.2	123.0 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	5540-1 880 (900-1)	5540-1¼ 880 (900-1¼)	5540-2½ 880 (900-2½)	5580-3 920 (1000-3)

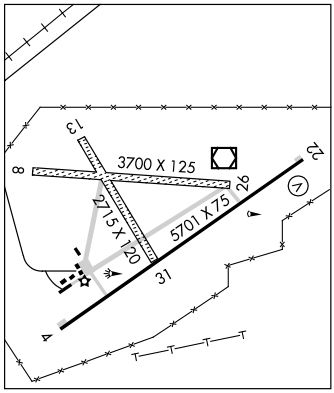
REIL Rwy 22
MIRL Rwy 4-22 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

LIVINGSTON

MISSION FLD (LVM) 5 E UTC−7(−6DT) N45°41.96′ W110°26.90′ **GREAT FALLS**
4660 B S2 **FUEL** 100, JET A NOTAM FILE LVM **H–1E, L–13C**
RWY 04–22: H5701X75 (ASPH) S–40, D–70, 2D–110 MIRL **IAP**
RWY 04: Fence. **RWY 22:** REIL. VASI(V2L)—GA 4.0° TCH 44′.
RWY 08–26: 3700X125 (TURF)
RWY 08: Fence.
RWY 13–31: 2715X120 (TURF)
AIRPORT REMARKS: Attended 1500–0100Z‡. Parachute Jumping. Wildlife on and invof rwy. Ultralight activity on and in vicinity of arpt. Rwy 08 and Rwy 26 thlds and first 200′ marked with white cones. Rwy 13 and Rwy 31 thlds and first 200′ marked with white cones. Rwy 04–22 MIRL ops dusk–0600Z‡, after 0600Z‡ ACTIVATE MIRL Rwy 04–22—123.0.
WEATHER DATA SOURCES: ASOS 135.275 (406) 222–2338.
COMMUNICATIONS: CTAF/UNICOM 123.0
LIVINGSTON RCO 122.2 (GREAT FALLS RADIO)
AIRSPACE: CLASS E svc 1500–0100Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LVM.
LIVINGSTON (H) VORW/DME 116.1 LVM Chan 108 N45°42.15′ W110°26.55′ at fld. 4650/15E



L M CLAYTON (See WOLF POINT)

MALMSTROM AFB (GFA)(KGFA) AF 3 E UTC−7(−6DT) N47°30.28′ W111°11.24′ **GREAT FALLS**
3472 NOTAM FILE GFA Not insp.
H1: H100X100 (ASPH)
H2: H100X100 (CONC)
MILITARY SERVICE: LGT Perimeter, ldg and apch lgt avbl. Ldg direction and apch lgt oriented 026° **FUEL** J8
TRAN ALERT No svc avbl without prior coordination with Helicopter Maintenance DSN 632–6356.
MILITARY REMARKS: Ctc 40th Helicopter Flight for opr hr. See FLIP AP/1 Supplementary Arpt Information. **RSTD** Rotary/Wing acft on Official Business Only, clsd to all Fixed/Wing acft. PPR from 40th Helicopter Flight DSN 632–3250. Heliport limited to two helipads and slide area btn ''R'' and ''Q''. Other areas of old afld littered with obstructions and acft not authorized for ldg or dep. Orange barriers mark boundaries of heliport. **CAUTION** 57′ twr located .5 NM northeast.
COMMUNICATIONS: CTAF 139.225
GREAT FALLS APP/DEP CON 124.15 128.6 259.1 VFR Advisory.
COMD POST 311.0 321.0 **PMSV METRO** 239.8 Opr Mon–Fri 1100–2330Z‡, weekends and holidays, limited svc 1300–1600Z‡. Other times ctc Davis-Monthan AFB, 25th OWS at DSN 228–7553/7644. ASOS not manually augmented and data is only available via PMSV during normal duty hours. **BLADE OPS** 271.9

MALTA (M75) 1 NW UTC−7(−6DT) N48°22.02′ W107°55.16′ **BILLINGS**
2254 B S4 **FUEL** 100LL, JET A NOTAM FILE GTF **L–13D**
RWY 08–26: H4500X75 (ASPH) S–12.5 MIRL **IAP**
RWY 08: PAPI(P2L)—GA 3.0° TCH 25′. **RWY 26:** PAPI(P2L)—GA 3.0° TCH 25′.
AIRPORT REMARKS: Attended continuously. MIRL Rwy 08–26 and PAPI Rwy 08 and Rwy 26 opr dusk–0700Z‡ after 0700Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/AUNICOM 122.8
SALT LAKE CENTER APP/DEP CON 126.85
RADIO AIDS TO NAVIGATION: NOTAM FILE GGW.
GLASGOW (H) VORW/DME 113.9 GGW Chan 86 N48°12.92′ W106°37.53′ 266° 52.6 NM to fld. 2280/14E.
NDB (MHW) 272 MLK N48°22.13′ W107°55.04′ at fld. VFR only. NOTAM FILE GTF.

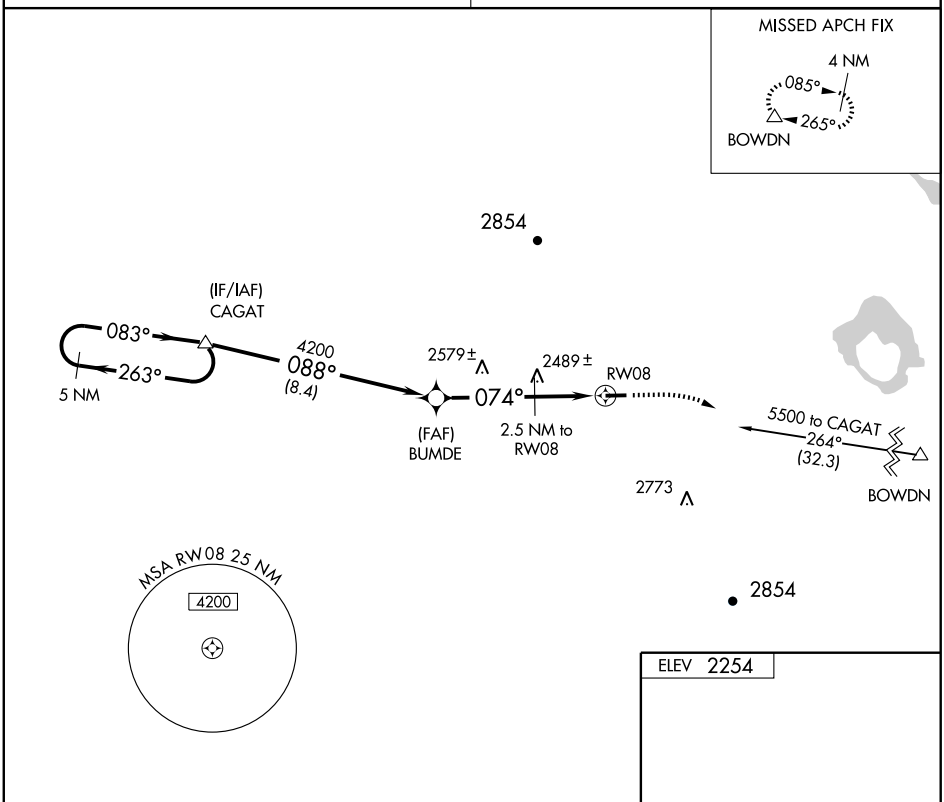
RNAV (GPS) RWY 8
MALTA (M75)

APP CRS	Rwy ldg	4500
074°	TDZE	2254
	Apt Elev	2254

NA Use Glasgow altimeter setting; when not received procedure not authorized. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3500 then climbing right turn to 6500 direct BOWDN WP and hold.

SALT LAKE CITY CENTER	UNICOM
126.85 305.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2980-1 726 (800-1)		NA	
CIRCLING	3060-1 806 (900-1)	3100-1¼ 846 (900-1¼)	NA	

MIRL Rwy 8-26 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

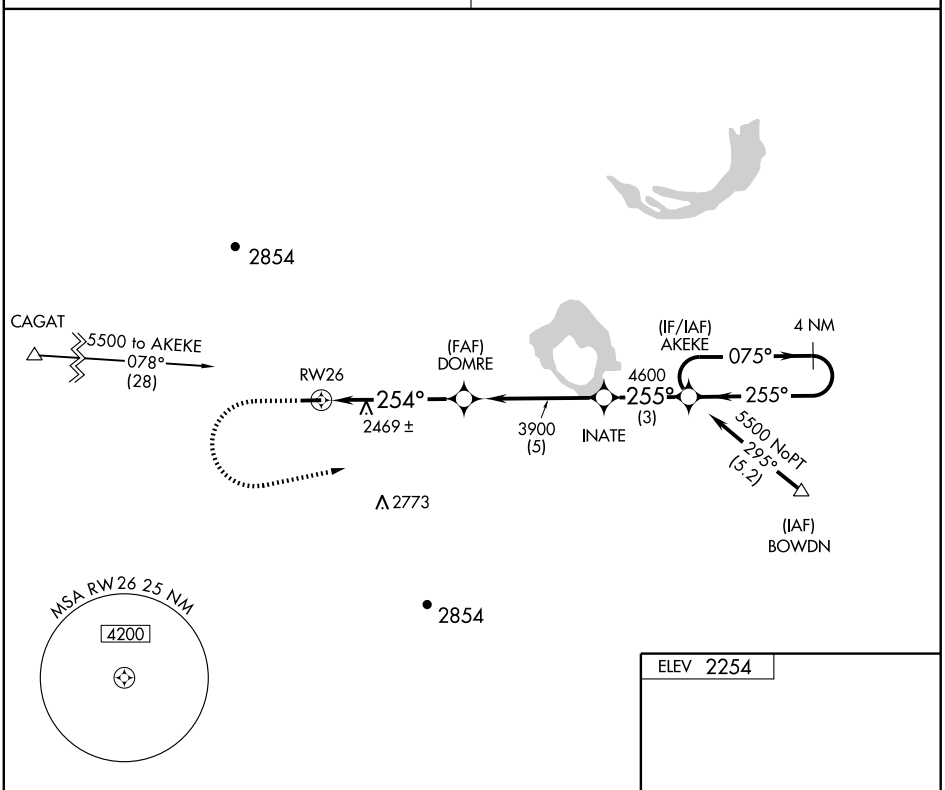
APP CRS	Rwy ldg	4500
254°	TDZE	2254
	Apt Elev	2254

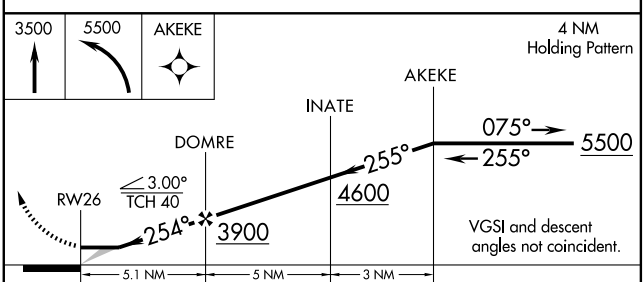
RNAV (GPS) RWY 26
MALTA (M75)

NA Use Glasgow altimeter setting; when not received procedure not authorized. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3500 then climbing left turn to 5500 direct AKEKE WP and hold.

SALT LAKE CITY CENTER	UNICOM
126.85 305.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2960-1 706 (800-1)		NA	
CIRCLING	3060-1 806 (900-1)	3100-1¼ 846 (900-1¼)	NA	

MIRL Rwy 8-26 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

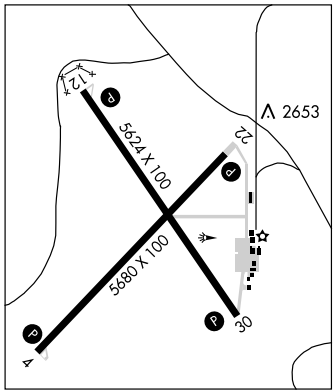
MANNI N45°52.31′ W111°17.14′. NOTAM FILE BZN. **GREAT FALLS**
NDB (LOM) 266 BZ 118° 8.0 NM to Gallatin Fld. Unusable 340°–110° beyond 15 NM.

MEADOW CREEK USFS (ØS1) 1 NE UTC−7(−6DT) N47°50.75′ W113°24.55′ **GREAT FALLS**
3984 NOTAM FILE GTF
RWY 17–35: 2830X100 (TURF)
RWY 17: Trees. **RWY 35:** Trees.
AIRPORT REMARKS: Unattended. Big game animals may be on rwy. Rwy 17–35 surface may be rough with tall grass. Rwy 17–35 marked with white cones spaced 200′.
COMMUNICATIONS: CTAF 122.9

MILES CITY N46°22.93′ W105°57.21′. NOTAM FILE MLS. **BILLINGS**
(H) VORW/DME 112.1 MLS Chan 58 030° 3.9 NM to Frank Wiley Fld. 2640/15E. **H–1F, 2G, L–13E**
RCO 122.2 (GREAT FALLS RADIO)

MILES CITY

FRANK WILEY FLD (MLS) 2 NW UTC−7(−6DT) 46°25.68′N 105°53.18′W **BILLINGS**
2630 B **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE MLS **H–1F, 2G, L–13E**
RWY 04–22: H5680X100 (ASPH) S–24, D–24 MIRL **IAP**
RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 37′.
RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 37′. Road.
RWY 12–30: H5624X100 (ASPH–GRVD) S–38, D–55, 2D–85 MIRL
RWY 12: REIL. PAPI(P2L)—GA 3.0° TCH 41′.
RWY 30: REIL. PAPI(P2L)—GA 3.0° TCH 41′.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA–5680	TODA–5680	ASDA–5680	LDA–5680
RWY 12:	TORA–5624	TODA–5624	ASDA–5624	LDA–5624
RWY 22:	TORA–5680	TODA–5680	ASDA–5680	LDA–5680
RWY 30:	TORA–5624	TODA–5624	ASDA–5624	LDA–5624

AIRPORT REMARKS: Attended dalgt hours. For after hours fuel ctc 406–951–0955 or 406–234–1296. ACTIVATE MIRL Rwy 04–22 and Rwy 12–30, PAPI Rwy 04, Rwy 22, Rwy 12 and Rwy 30, REIL Rwy 04, Rwy 22, Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS 135.575 (406) 232–1465.
COMMUNICATIONS: CTAF/UNICOM 123.0
MILES CITY RCO 122.2 (GREAT FALLS RADIO)
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE MLS.
MILES CITY (H) VORW/DME 112.1 MLS Chan 58 N46°22.93′ W105°57.21′ 030° 3.9 NM to fld. 2640/15E
HORTON NDB (HW) 320 HTN N46°24.73′ W105°56.30′ 051° 2.4 NM to fld.

MILK RIVER N48°12.47′ W106°37.57′. NOTAM FILE GGW. **BILLINGS**
NDB (HW) 339 MKR at Wokal Fld/Glasgow Intl. **L–13D**

MILLER PEAK N46°45.40′ W113°53.51′ **GREAT FALLS**
RCO 122.45 (GREAT FALLS RADIO) **L–13C**

MINERAL CO (See SUPERIOR)

MISSION FLD (See LIVINGSTON)

NDB HTN	APP CRS	Rwy ldg	5680
320	057°	TDZE	2629
		Apt Elev	2630

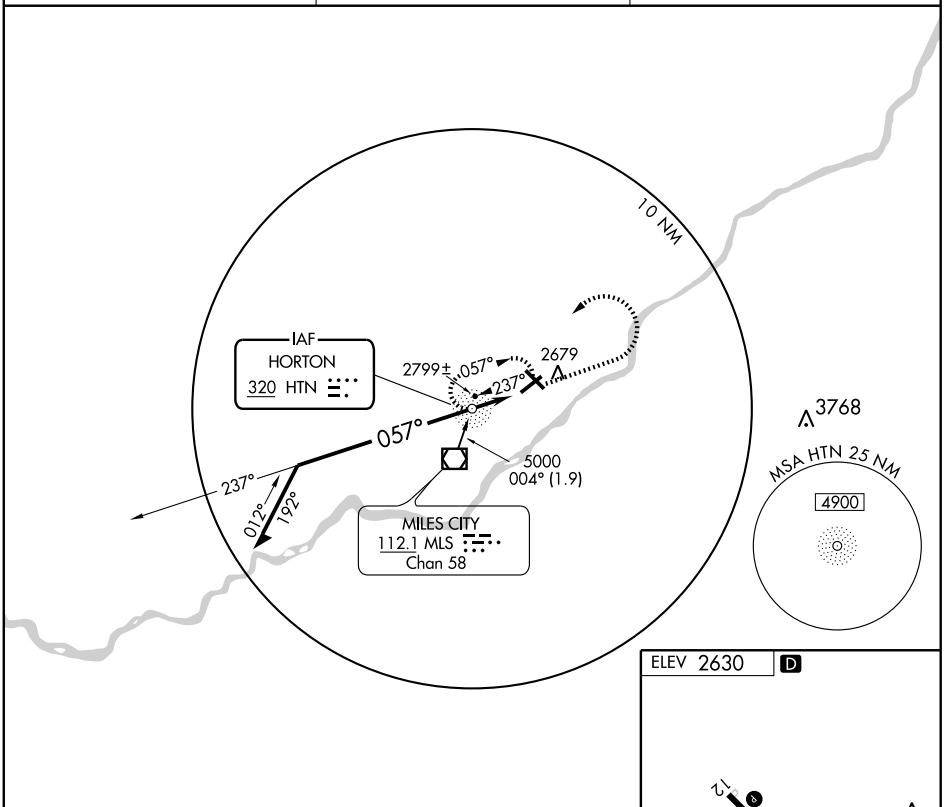
NDB RWY 4

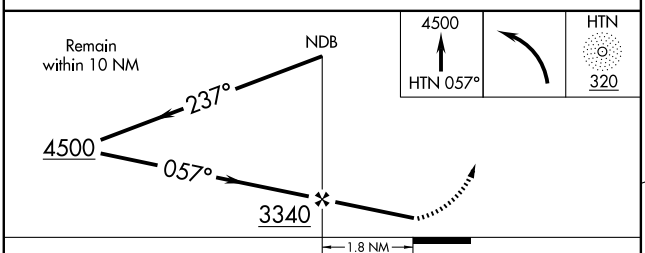
MILES CITY/ FRANK WILEY FIELD (MLS)

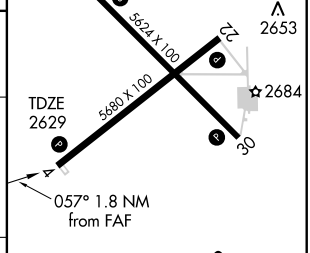
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4500 via 057° bearing from HTN NDB then left turn direct HTN NDB and hold.

ASOS	GREAT FALLS RADIO	UNICOM
135.575	122.2 255.4	123.0 (CTAF) L







REIL Rwys 4, 12, 22 and 30 L
MIRL Rwys 4-22 and 12-30 L

CATEGORY	A	B	C	D
S-4	3060-1 431 (500-1)		3060-1¼ 431 (500-1¼)	3060-1½ 431 (500-1½)
CIRCLING	3060-1 430 (500-1)	3080-1 450 (500-1)	3100-1½ 470 (500-1½)	3180-2 550 (600-2)

FAF to MAP 1.8 NM					
Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 42600 W04A	APP CRS 040°	Rwy ldg 5680 TDZE 2629 Apt Elev 2630

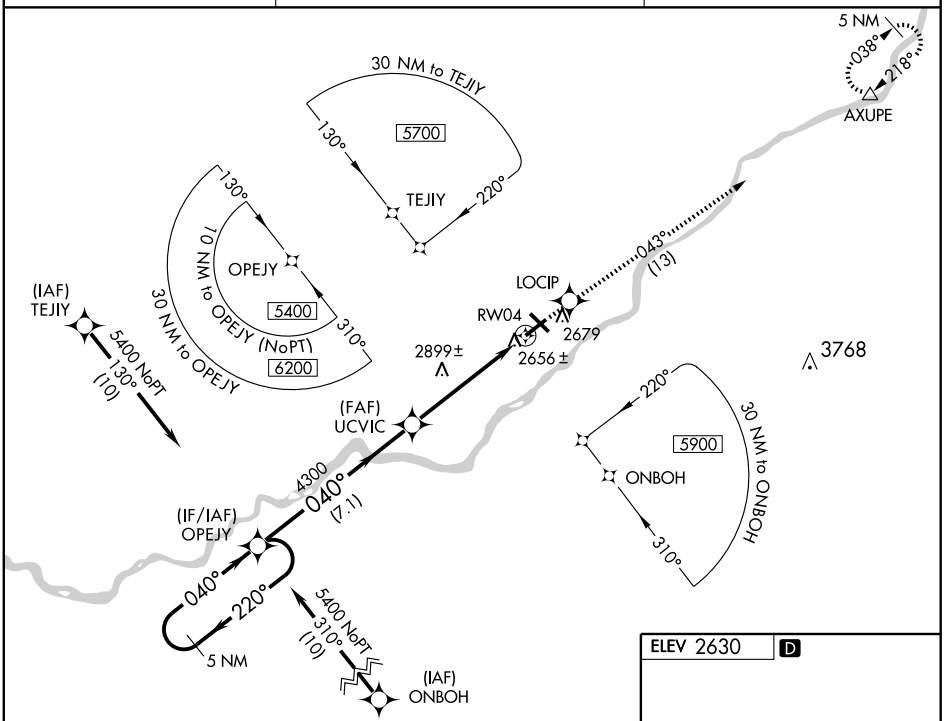
RNAV (GPS) RWY 4

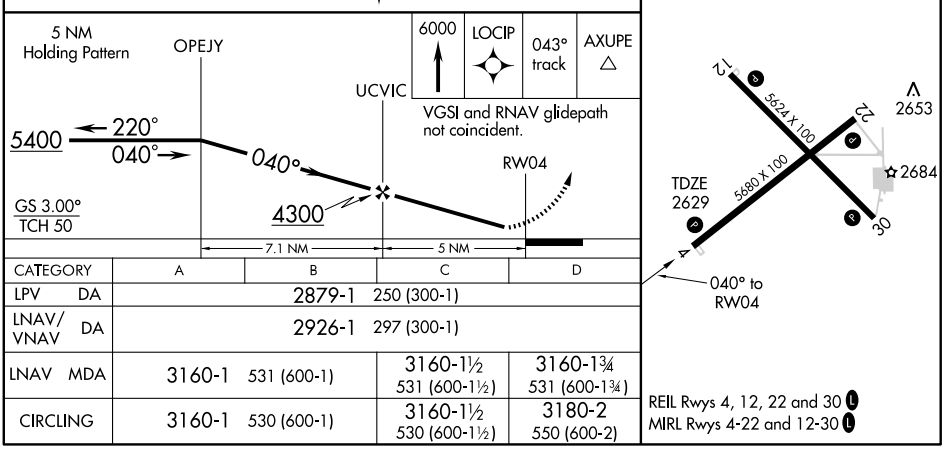
MILES CITY/ FRANK WILEY FIELD (MLS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 32°C (111°F).
Visibility reduction by helicopters NA.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 6000 direct LOCIP and via 043° track to AXUPE and hold.

ASOS	GREAT FALLS RADIO	UNICOM
135.575	122.2 255.4	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2879-1 250 (300-1)			
LNAV/VNAV DA	2926-1 297 (300-1)			
LNAV MDA	3160-1 531 (600-1)		3160-1½ 531 (600-1½)	3160-1¾ 531 (600-1¾)
CIRCLING	3160-1 530 (600-1)		3160-1½ 530 (600-1½)	3180-2 550 (600-2)

REIL Rwys 4, 12, 22 and 30 L
MIRL Rwys 4-22 and 12-30 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

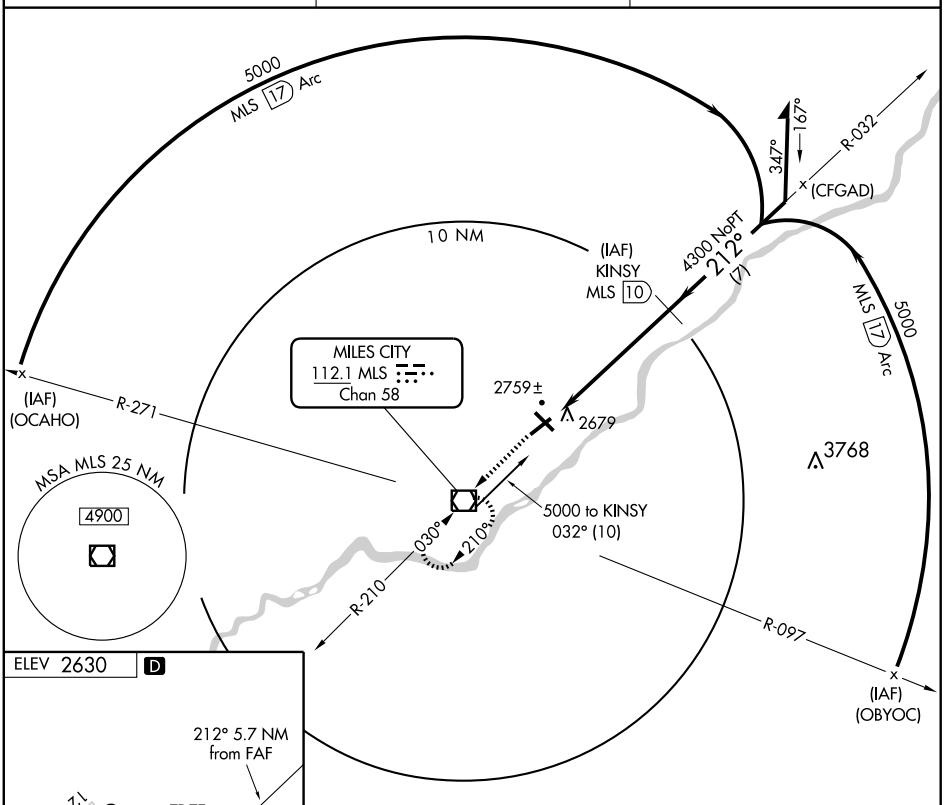
VOR/DME MLS 112.1 Chan 58	APP CRS 212°	Rwy ldg 5680 TDZE 2628 Apt Elev 2630

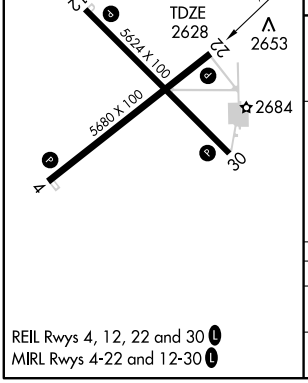
VOR/DME or GPS RWY 22

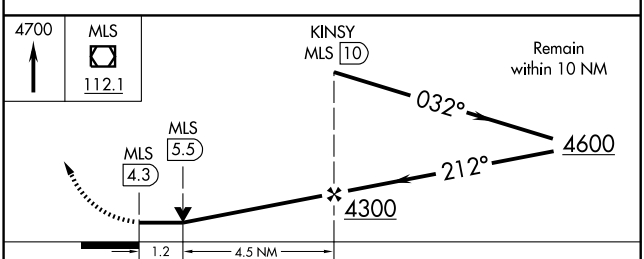
MILES CITY/ FRANK WILEY FIELD (MLS)

MISSED APPROACH: Climb direct to MLS VOR/DME. Continue climb to 4700 in MLS VOR/DME holding pattern.

ASOS	GREAT FALLS RADIO	UNICOM
135.575	122.2 255.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-22	3020-1 392 (400-1)			3020-1¼ 392 (400-1¼)
CIRCLING	3060-1 430 (500-1)	3080-1 450 (500-1)	3100-1½ 470 (500-1½)	3180-2 550 (600-2)

REIL Rwys 4, 12, 22 and 30 L
MIRL Rwys 4-22 and 12-30 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME MLS	APP CRS	Rwy ldg	5680
112.1	030°	TDZE	2629
Chan 58		Apt Elev	2630

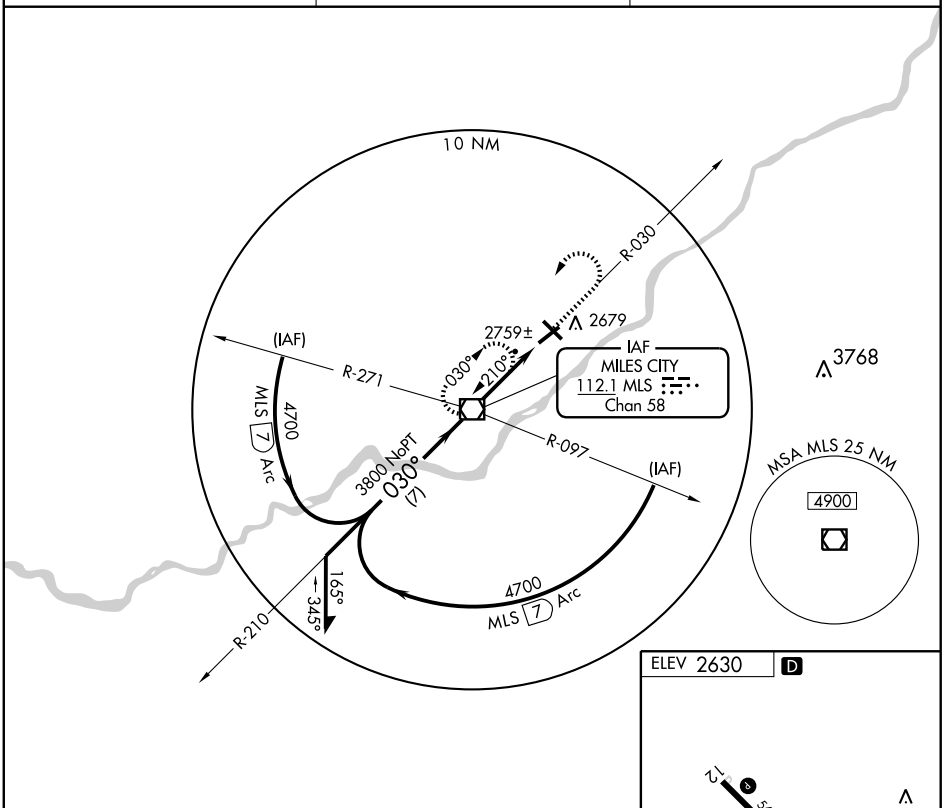
VOR RWY 4

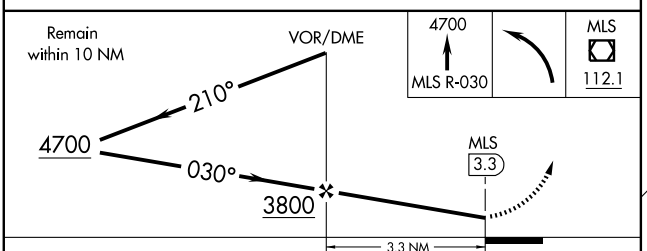
MILES CITY/ FRANK WILEY FIELD (MLS)

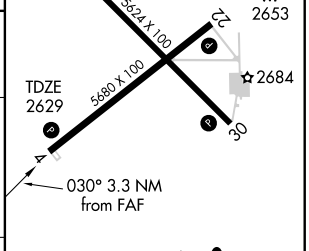
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4700 via MLS R-030 then left turn direct MLS VOR/DME and hold.

ASOS	GREAT FALLS RADIO	UNICOM
135.575	122.2 255.4	123.0 (CTAF) L







REIL Rwys 4, 12, 22 and 30 L
MIRL Rwys 4-22 and 12-30 L

CATEGORY	A	B	C	D
S-4	3040-1 411 (500-1)		3040-1¼ 411 (500-1¼)	
CIRCLING	3060-1 430 (500-1)	3080-1 450 (500-1)	3100-1½ 470 (500-1½)	3180-2 550 (600-2)

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

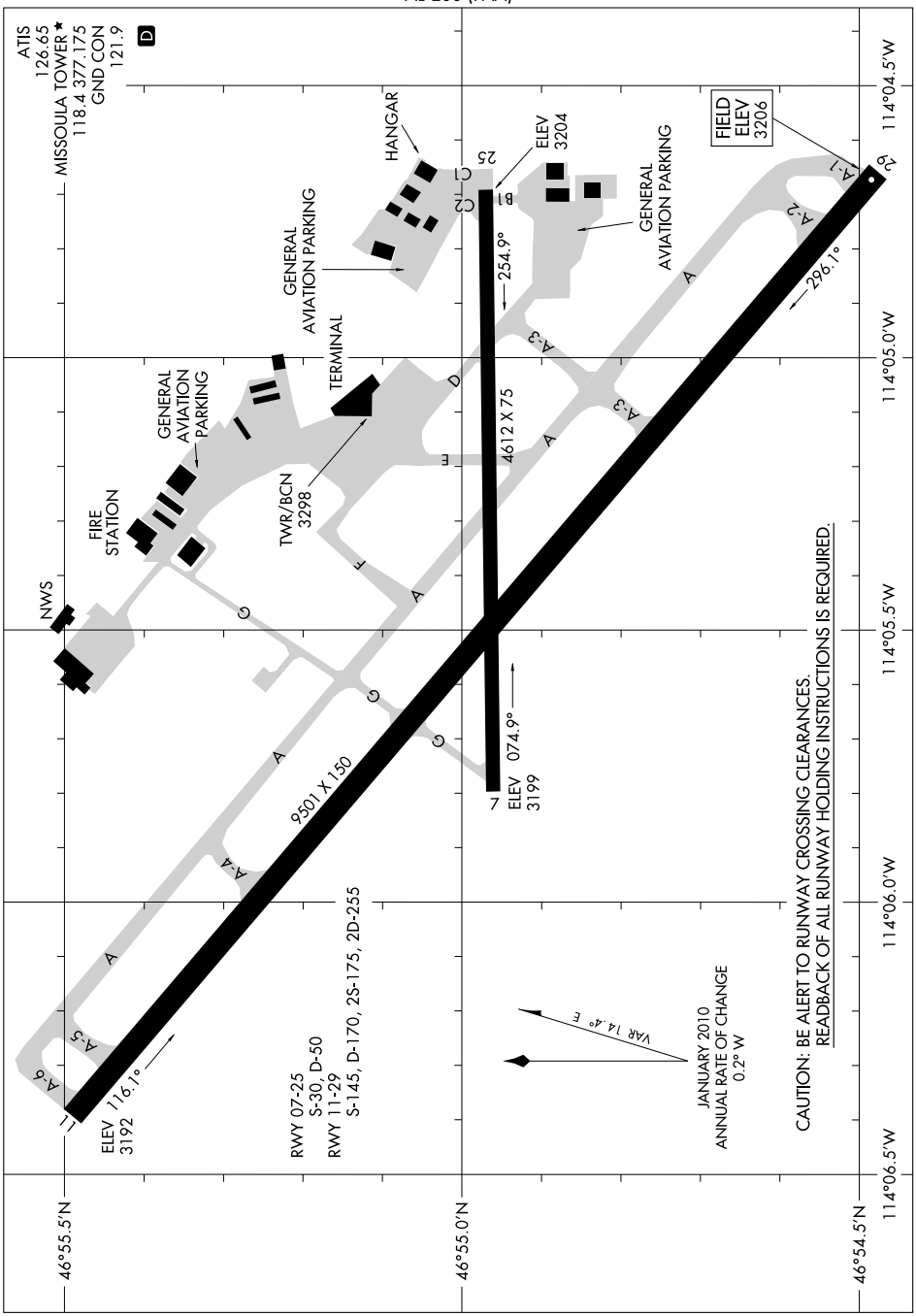
NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-266 (FAA)

MISSOULA INTL (MSO)
MISSOULA, MONTANA



NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

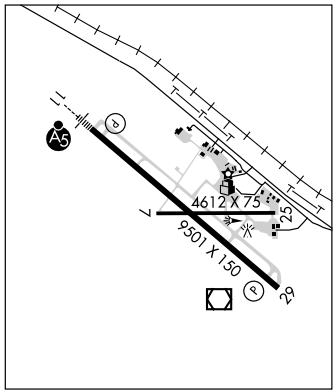
AIRPORT DIAGRAM

MISSOULA, MONTANA
MISSOULA INTL (MSO)

10210

MISSOULA INTL (MSO) 4 NW UTC−7(−6DT) N46°54.98′ W114°05.43′ **GREAT FALLS**
3206 B S4 **FUEL** 100LL, JET A1 + OX 1, 2, 3, 4 Class I, ARFF Index B NOTAM FILE MSO **H–1D, L–13C**
RWY 11–29: H9501X150 (ASPH–GRVD) S–145, D–170, 2S–175, 2D–255 HIRL **IAP, AD**
RWY 11: MALSR. PAPI(P4L)—GA 3.0° TCH 55′.
RWY 29: REIL. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 07–25: H4612X75 (ASPH) S–30, D–50 MIRL
RUNWAY DECLARED DISTANCE INFORMATION

RWY 07:	TORA–4612	TODA–4612	ASDA–4612	LDA–4612
RWY 11:	TORA–9501	TODA–9501	ASDA–9501	LDA–9501
RWY 25:	TORA–4612	TODA–4612	ASDA–4612	LDA–4612
RWY 29:	TORA–9501	TODA–9501	ASDA–9501	LDA–9501



AIRPORT REMARKS: Attended continuously. Parachute Jumping. Migratory and small bird activity on and in the vicinity of arpt during months of April–May and Oct–Dec. Hang glider ops 5.5 NM east of AER 29. Contact arpt manager to req approval prior to ultralight ops. Rwy 07–25 surface variations with patches. Rwy 11–29 180 degree turns for acft over 12,500 pounds gross weight prohibited on all movement areas. Avoid locked turns at all times. Twy G between Rwy 07 end to Rwy 11–29 restricted to acft under 12,500 lbs. Avoid locked turns at all times. East ramp twy clsd from terminal ramp to 450′ east. When twr clsd ACTIVATE HIRL Rwy 11–29, MALSR Rwy 11—CTAF. PPR for unsked acft ops with more than 30 passenger seats ctc arpt ops manager 406–728–4381. Snow removal ops in progress in winter months. Landing fee for all commercial acft and all acft over 12,500 lbs.
WEATHER DATA SOURCES: ASOS 121.9 (406) 728–3743.
COMMUNICATIONS: CTAF 118.4 **ATIS** 126.65 **UNICOM** 122.95
Ⓡ **SPOKANE APP/DEP CON** 124.9 (1400–0620Z‡)
Ⓡ **SALT LAKE CENTER APP/DEP CON** 133.4 (0620–1400Z‡)
TOWER 118.4 (1300–0500Z‡) **GND CON** 121.9
MILLER PEAK RCO 122.45 (GREAT FALLS RADIO)
AIRSPACE: CLASS D svc 1300–0500Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MSO.
(L) VORW/DME 112.8 MSO Chan 75 N46°54.48′ W114°05.02′ at fld. 3202/17E.
VOR/DME unusable:
043°–063° byd 30 NM
063°–082° byd 30 NM blo 14,000′.
082°–150° byd 20 NM blo 11,000′
116°–150° byd 35 NM blo 13,000′
168°–223° byd 25 NM
223°–243° byd 20 NM blo 12,000′
223°–243° byd 30 NM
243°–258° byd 30 NM blo 12,000′
258°–273° byd 30 NM blo 10,000′
293°–343° byd 30 NM
343°–043° byd 10 NM
VOR unusable:
082°–116° byd 27 NM blo 13,000′
082°–116° byd 36 NM blo 14,000′
DME unusable:
082°–116° byd 27 NM blo 14,000′
082°–116° byd 39 NM
KONNA NDB (HW) 521 INE N47°05.66′ W114°23.81′ 113° 16.5 NM to fld.
ILS 109.3 I–MSO Rwy 11. Class IT. LOC unusable byd 30°left of course, byd 30° right of course.

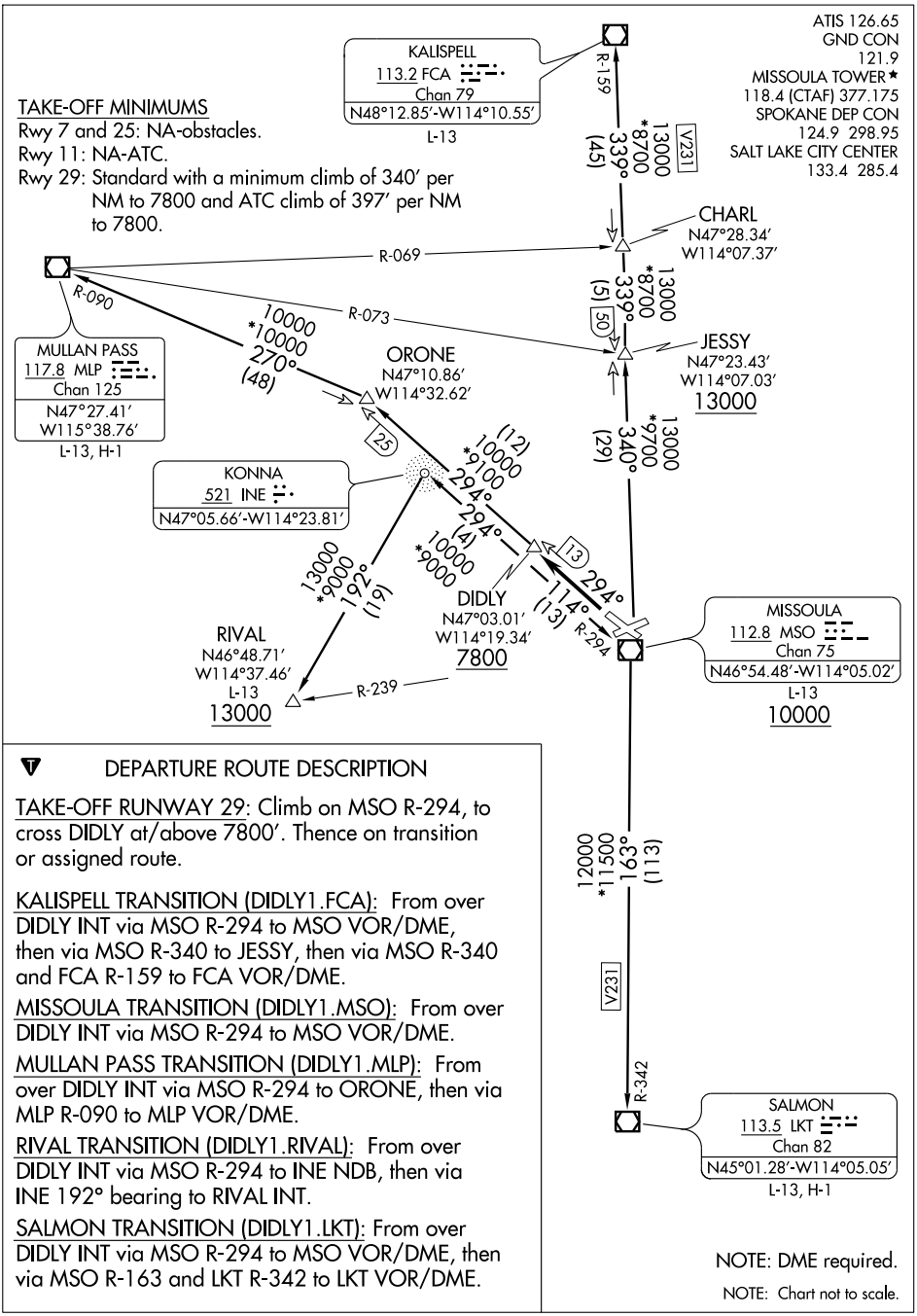
DIDLY ONE DEPARTURE

SL-266 (FAA)

MISSOULA INTL (MSO)
MISSOULA, MONTANA

ATIS 126.65
GND CON
121.9
MISSOULA TOWER★
118.4 (CTAF) 377.175
SPOKANE DEP CON
124.9 298.95
SALT LAKE CITY CENTER
133.4 285.4

TAKE-OFF MINIMUMS
Rwy 7 and 25: NA-obstacles.
Rwy 11: NA-ATC.
Rwy 29: Standard with a minimum climb of 340′ per NM to 7800 and ATC climb of 397′ per NM to 7800.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 29: Climb on MSO R-294, to cross DIDLY at/above 7800′. Thence on transition or assigned route.

KALISPELL TRANSITION (DIDLY1.FCA): From over DIDLY INT via MSO R-294 to MSO VOR/DME, then via MSO R-340 to JESSY, then via MSO R-340 and FCA R-159 to FCA VOR/DME.

MISSOULA TRANSITION (DIDLY1.MSO): From over DIDLY INT via MSO R-294 to MSO VOR/DME.

MULLAN PASS TRANSITION (DIDLY1.MLP): From over DIDLY INT via MSO R-294 to ORONE, then via MLP R-090 to MLP VOR/DME.

RIVAL TRANSITION (DIDLY1.RIVAL): From over DIDLY INT via MSO R-294 to INE NDB, then via INE 192° bearing to RIVAL INT.

SALMON TRANSITION (DIDLY1.LKT): From over DIDLY INT via MSO R-294 to MSO VOR/DME, then via MSO R-163 and LKT R-342 to LKT VOR/DME.

NOTE: DME required.

NOTE: Chart not to scale.

NW-1, 23 SEP 2010 to 21 OCT 2010

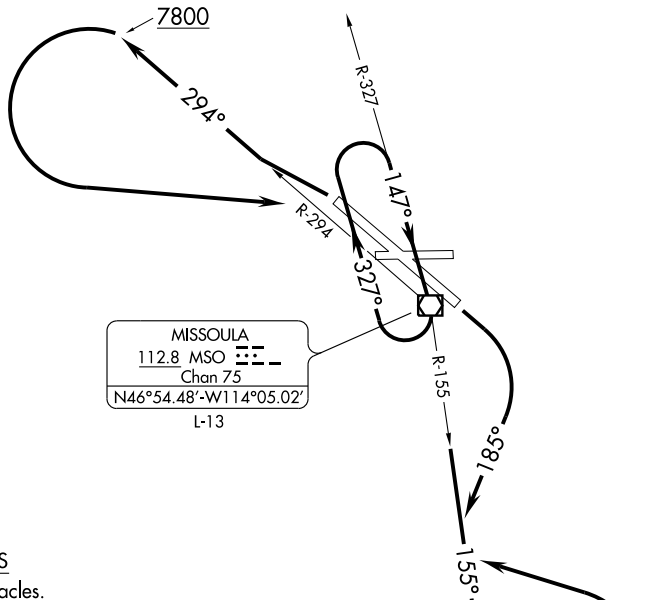
DIDLY ONE DEPARTURE
(DIDLY1.DIDLY) 10266
MISSOULA, MONTANA
MISSOULA INTL (MSO)

GRZLY TWO DEPARTURE (OBSTACLE)

SL-266 (FAA)

MISSOULA INTL (MSO)
MISSOULA, MONTANA

ATIS 126.65
GND CON
121.9
MISSOULA TOWER ★
118.4 (CTAF) 377.175
SPOKANE DEP CON
124.9 298.95
SALT LAKE CITY CENTER
133.4 285.4



TAKE-OFF MINIMUMS

Rwy 7, 25: NA- Obstacles.
Rwy 11: Standard with minimum climb of 340′ per NM to 7800, or 2700-3 for climb in visual conditions.
Rwy 29: Standard with minimum climb of 275′ per NM to 7800, or 2700-3 for climb in visual conditions.

TAKE-OFF OBSTACLE NOTES

Rwy 11: Fence beginning 22′ from DER, 487′ right of centerline, up to 15′ AGL/3215′ MSL.

NOTE: Chart not to scale.

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climbing right turn heading 185° to intercept MSO R-155, southeast bound to 7800, thence. . . .
or, climb in visual conditions to cross MSO VOR/DME southeast bound at or above 5800, continue climb to 7800 via MSO VOR/DME R-155, thence. . . .

TAKE-OFF RUNWAY 29: Climb via MSO R-294 to 7800, then climbing left turn via MSO R-294 to MSO VOR/DME, climb in MSO VOR/DME holding pattern to MEA/MCA for route of flight or, climb in visual conditions to cross MSO VOR/DME southeast bound at or above 5800, continue climb to 7800 via MSO VOR/DME R-155, thence. . . .

. . . .climbing left turn via MSO VOR/DME R-155 to MSO VOR/DME, climb in MSO VOR/DME holding pattern to MEA/MCA for route of flight.

LOC I-MSO	APP CRS	Rwy ldg	9501
109.3	113°	TDZE	3200
		Apt Elev	3206

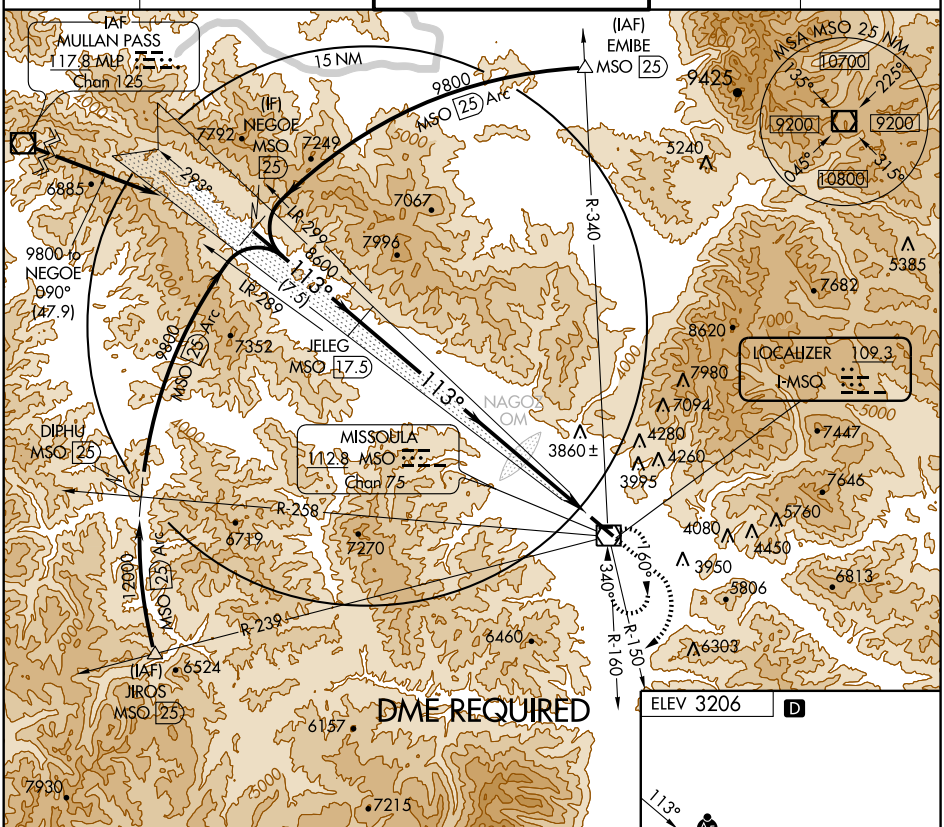
ILS Y RWY 11
MISSOULA INTL (MSO)

NA Inoperative table does not apply.

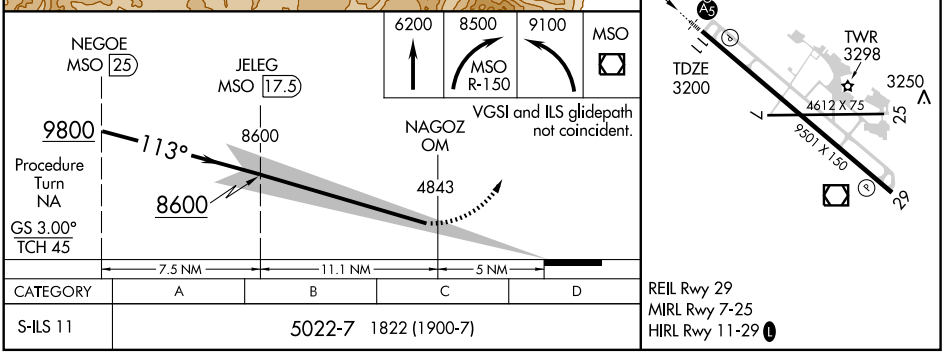
MALSR

MISSED APPROACH: Climb to 6200 then climbing right turn to 8500 on MSO VOR/DME R-150 then climbing left turn to 9100 direct MSO VOR/DME and hold.

ATIS	SPOKANE APP CON ★	MISSOULA TOWER ★	GND CON	UNICOM
126.65	124.9 298.95	118.4 (CTAF) L 377.175	121.9	122.95



ELEV 3206 D



CATEGORY	A	B	C	D
S-ILS 11	5022-7 1822 (1900-7)			

REIL Rwy 29
MIRL Rwy 7-25
HIRL Rwy 11-29 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

LOC I-MSO	APP CRS	Rwy ldg	9501
109.3	113°	TDZE	3200
		Apt Elev	3206

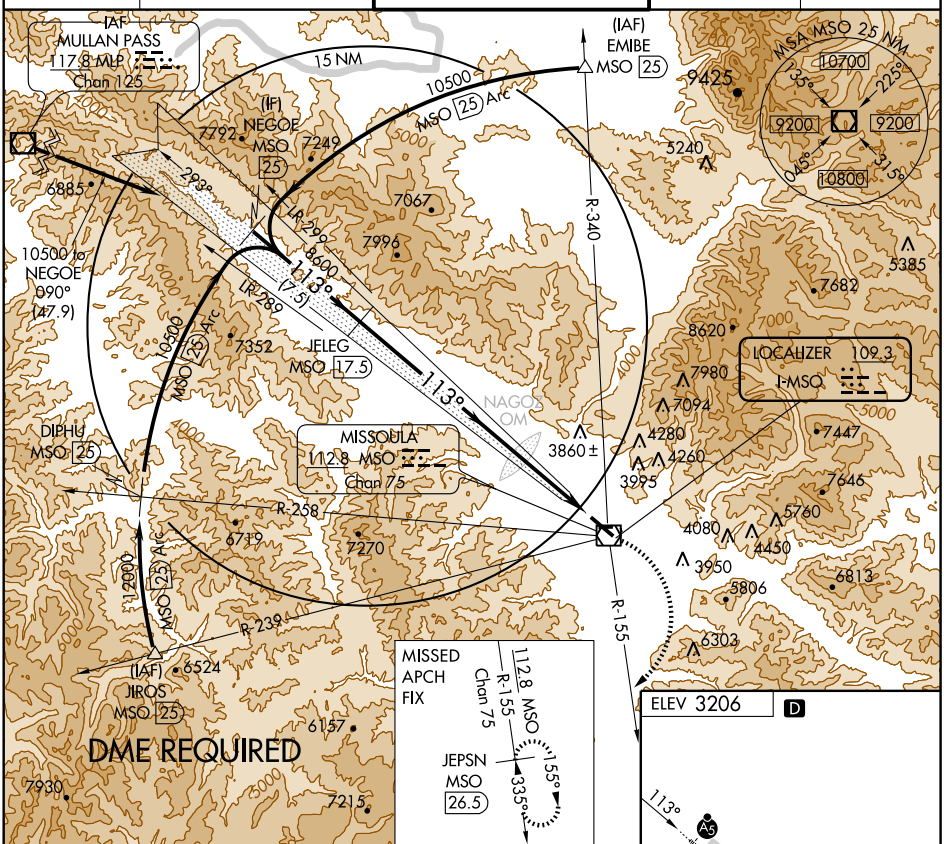
ILS Z RWY 11
MISSOULA INTL (MSO)

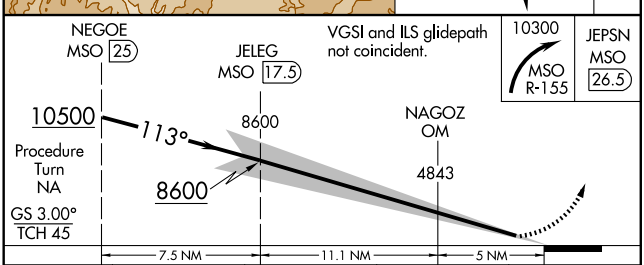
Missed approach requires minimum climb of 410 feet per NM to 9800, if unable to comply with climb gradient, use ILS Y Rwy 11.

MALSR

MISSED APPROACH: Climbing right turn to 10300 on MSO VOR/DME R-155 to JEPSN/MSO VOR/DME 26.5 DME and hold.

ATIS	SPOKANE APP CON ★	MISSOULA TOWER ★	GND CON	UNICOM
126.65	124.9 298.95	118.4 (CTAF) L 377.175	121.9	122.95





CATEGORY	A	B	C	D
S-ILS 11	3411-½ 211 (300-½)			

REIL Rwy 29
MIRL Rwy 7-25
HIRL Rwy 11-29 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

MZULA TWO DEPARTURE

SL-266 (FAA)

MISSOULA INTL (MSO)
MISSOULA, MONTANA

TAKE-OFF OBSTACLE NOTES

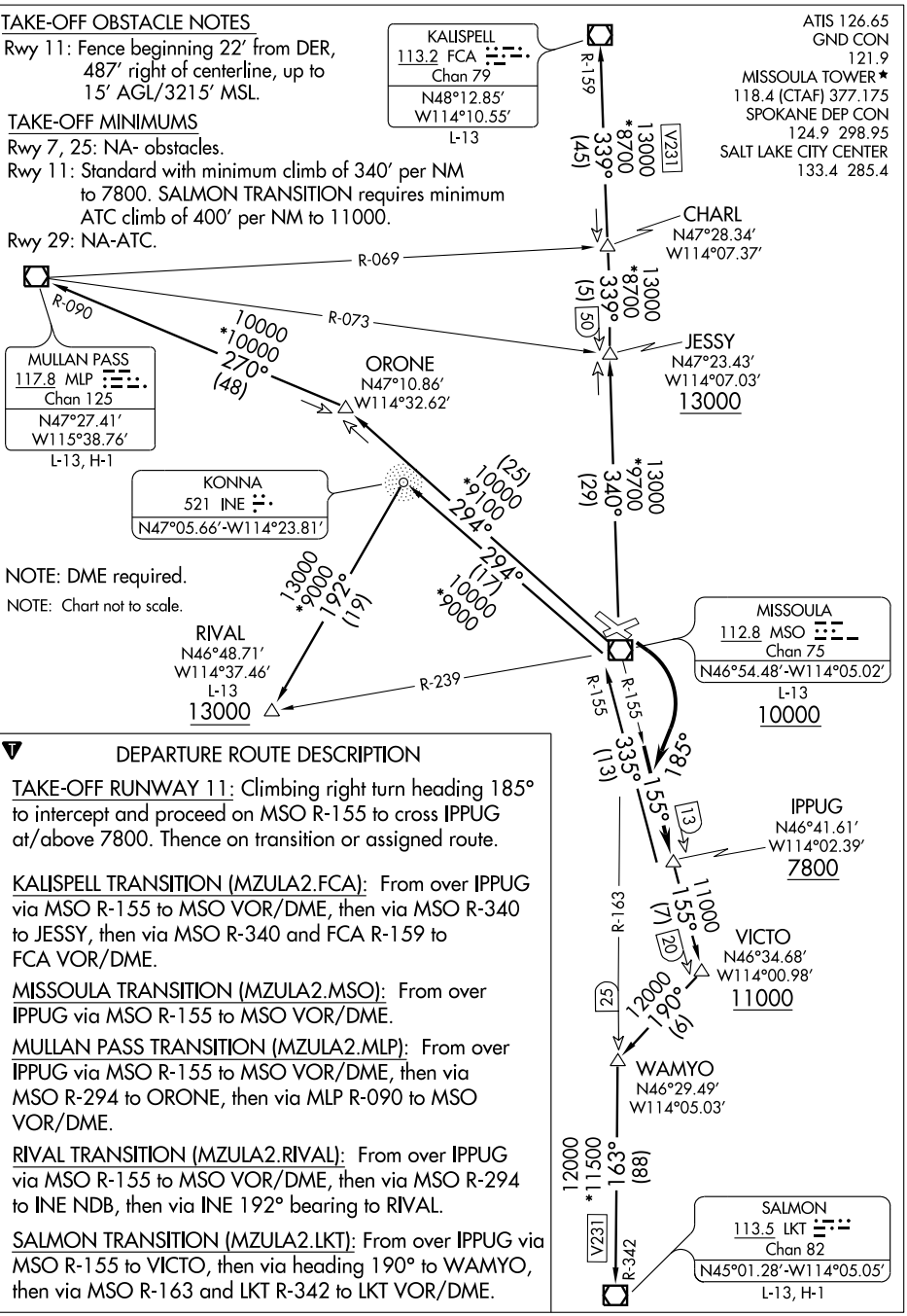
Rwy 11: Fence beginning 22′ from DER, 487′ right of centerline, up to 15′ AGL/3215′ MSL.

TAKE-OFF MINIMUMS

Rwy 7, 25: NA- obstacles.

Rwy 11: Standard with minimum climb of 340′ per NM to 7800. SALMON TRANSITION requires minimum ATC climb of 400′ per NM to 11000.

Rwy 29: NA-ATC.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climbing right turn heading 185° to intercept and proceed on MSO R-155 to cross IPPUG at/above 7800. Thence on transition or assigned route.

KALISPELL TRANSITION (MZULA2.FCA): From over IPPUG via MSO R-155 to MSO VOR/DME, then via MSO R-340 to JESSY, then via MSO R-340 and FCA R-159 to FCA VOR/DME.

MISSOULA TRANSITION (MZULA2.MSO): From over IPPUG via MSO R-155 to MSO VOR/DME.

MULLAN PASS TRANSITION (MZULA2.MLP): From over IPPUG via MSO R-155 to MSO VOR/DME, then via MSO R-294 to ORONE, then via MLP R-090 to MSO VOR/DME.

RIVAL TRANSITION (MZULA2.RIVAL): From over IPPUG via MSO R-155 to MSO VOR/DME, then via MSO R-294 to INE NDB, then via INE 192° bearing to RIVAL.

SALMON TRANSITION (MZULA2.LKT): From over IPPUG via MSO R-155 to VICTO, then via heading 190° to WAMYO, then via MSO R-163 and LKT R-342 to LKT VOR/DME.

NW-1, 23 SEP 2010 to 21 OCT 2010

MZULA TWO DEPARTURE
(MZULA2.MZULA) 10266
MISSOULA, MONTANA
MISSOULA INTL (MSO)

RNAV (GPS)-D

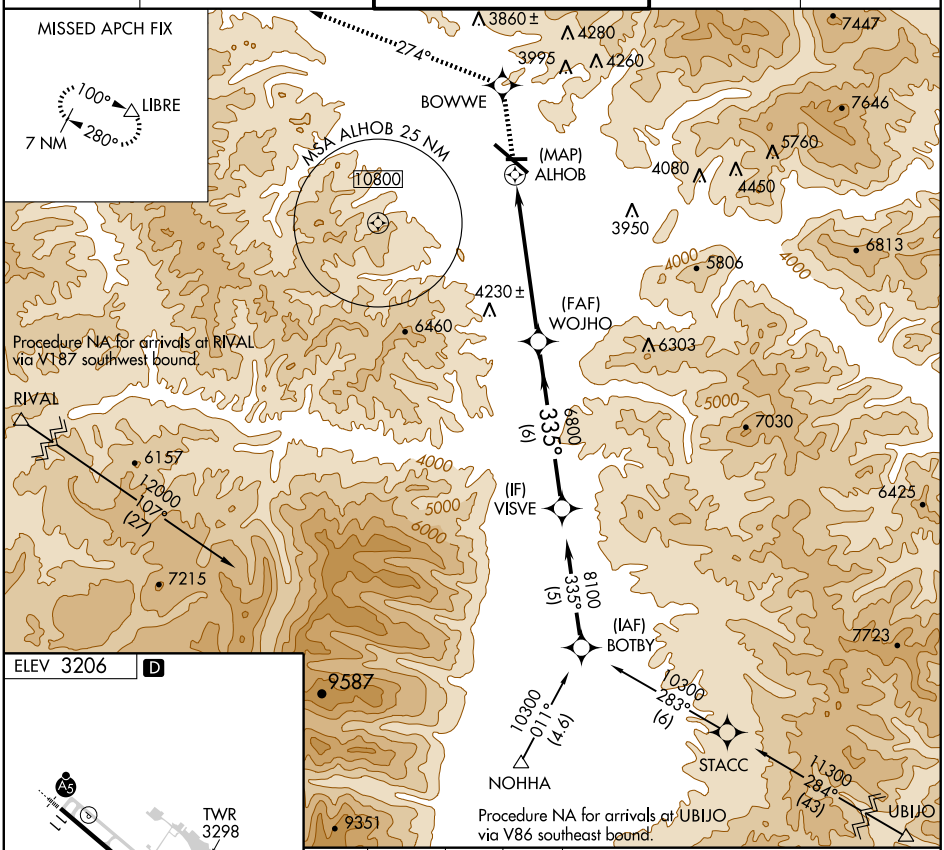
MISSOULA INTL (MSO)

APP CRS	Rwy ldg	N/A
335°	TDZE	N/A
	Apt Elev	3206

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 9600 direct BOWWE and on track 274° to LIBRE and hold, continue climb-in-hold to 9600.

ATIS	SPOKANE APP CON ★	MISSOULA TOWER ★	GND CON	UNICOM
126.65	124.9 298.95	118.4 (CTAF) L 377.175	121.9	122.95



CATEGORY	A	B	C	D
CIRCLING	4540-1¼ 1334 (1400-1¼)	4540-1½ 1334 (1400-1½)	4540-3 1334 (1400-3)	4700-3 1494 (1500-3)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 65715 W11B	APP CRS 113°	Rwy ldg 9501 TDZE 3200 Apt Elev 3206

RNAV (GPS) Y RWY 11

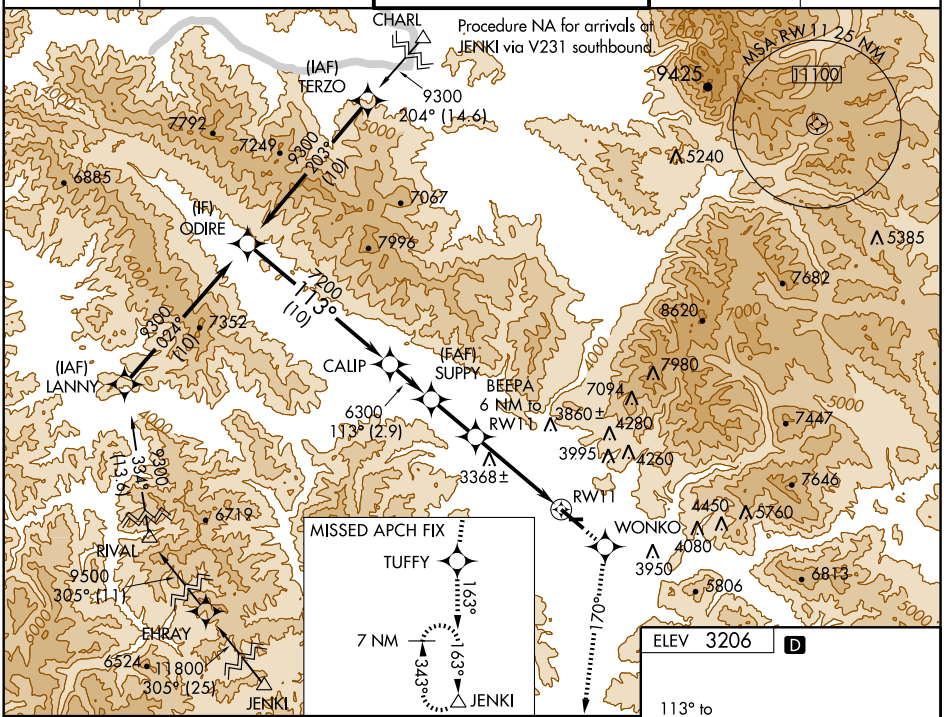
MISSOULA INTL (MSO)

Inoperative table does not apply to LNAV % Cats. A and B. For inoperative MALSR, increase LPV visibility all Cats. to 2½ miles. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Missed approach requires minimum climb of 290 feet per NM to 8300.

MALSR

MISSED APPROACH: Climb to 12000 direct WONKO and via track 170° to TUFFY and via track 163° to JENKI and hold.

ATIS	SPOKANE APP CON ★	MISSOULA TOWER ★	GND CON	UNICOM
126.65	124.9 298.95	118.4 (CTAF) L 377.175	121.9	122.95



Procedure Turn NA ODIRE

9300 113° CALIP SUPPY 6300 BEEPA 6 NM to RW11 *3.1 NM to RW11 RW11

7200 6300 5220*

GS 3.08° TCH 55

VGSI and RNAV glidepath not coincident.

12000	WONKO	tr 170°	TUFFY	tr 163°	JENKI

* LNAV only.

10 NM — 2.9 NM — 3.1 NM — 2.9 NM — 3.1 NM

CATEGORY	A	B	C	D
LPV DA#	3896-2 696 (700-2)			
LNAV MDA#	4220-¾ 1020 (1100-¾)	4220-1 1020 (1100-1)	4220-2½ 1020 (1100-2½)	
LNAV MDA%	5100-1¼ 1900 (2000-1¼)	5100-1½ 1900 (2000-1½)	5100-2½ 1900 (2000-2½)	
CIRCLING	5100-1¼ 1894 (1900-1¼)	5100-1½ 1894 (1900-1½)	5100-3 1894 (1900-3)	

NW-1, 23 SEP 2010 to 21 OCT 2010

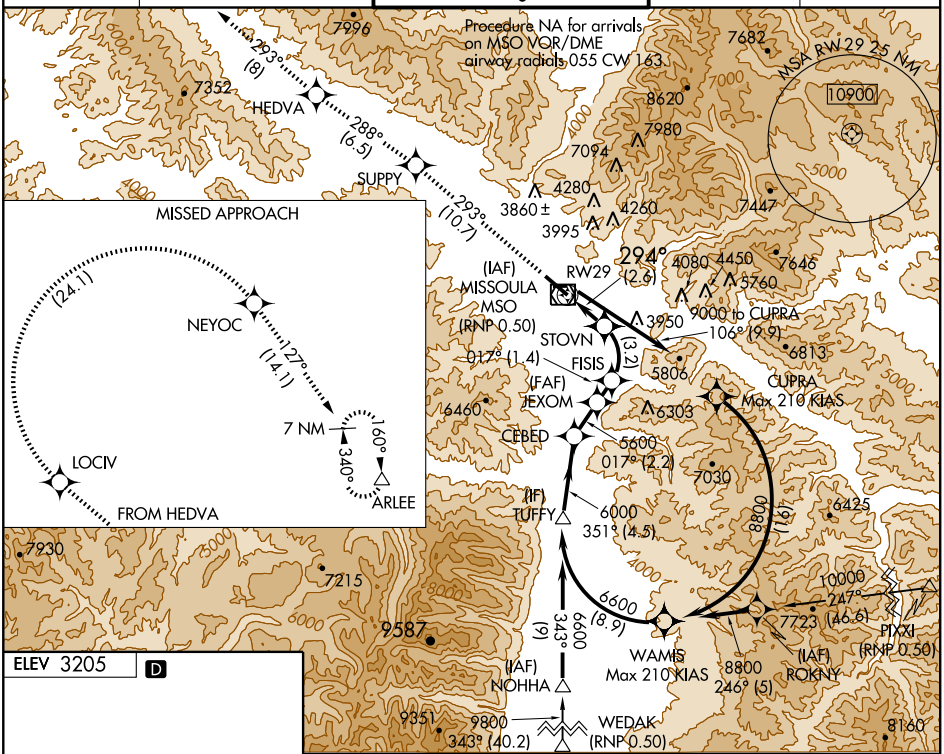
APP CRS	Rwy ldg	9501
294°	TDZE	3205
	Apt Elev	3205

RNAV (RNP) RWY 29
MISSOULA INTL (MSO)

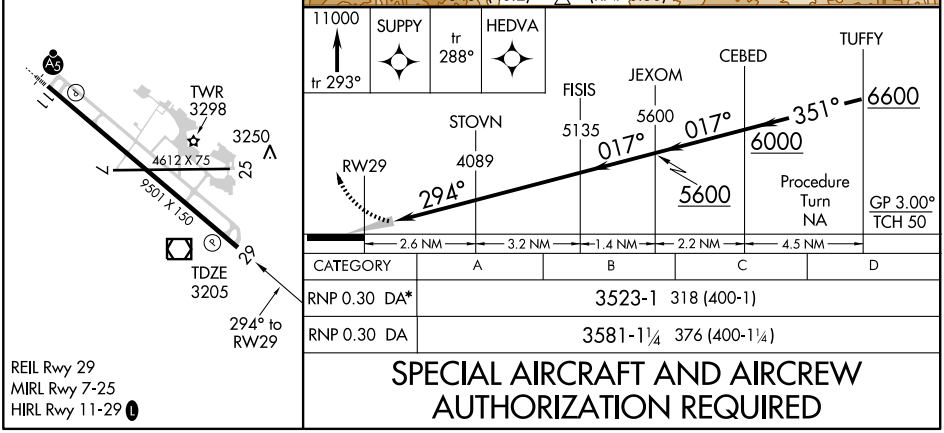
RF and GPS required. When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, procedure NA below -21°C (-5°F) or above 43°C (109°F).
* Missed approach requires minimum climb of 215 feet per NM to 5000.

MISSED APPROACH: Climb to 11000 via track 293° to SUPPY, and via track 288° to HEDVA, and via track 293° to LOCIV, and via right turn to NEYOC, and via track 127° to ARLEE and hold.

ATIS	SPOKANE APP CON *	MISSOULA TOWER *	GND CON	UNICOM
126.65	124.9 298.95	118.4 (CTAF) L 377.175	121.9	122.95



ELEV 3205 D



CATEGORY	A	B	C	D
RNP 0.30 DA*	3523-1 318 (400-1)			
RNP 0.30 DA	3581-1¼ 376 (400-1¼)			

REIL Rwy 29
MIRL Rwy 7-25
HIRL Rwy 11-29 L

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	9501
113°	TDZE	3200
	Apt Elev	3206

RNAV (RNP) Z RWY 11

MISSOULA INTL (MSO)

GPS required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below -21°C (-6°F) or above 43°C (109°F). For inoperative MALSR increase RNP 0.12 visibility all Cats to 1¼, RNP 0.30 visibility all Cats to 2½.

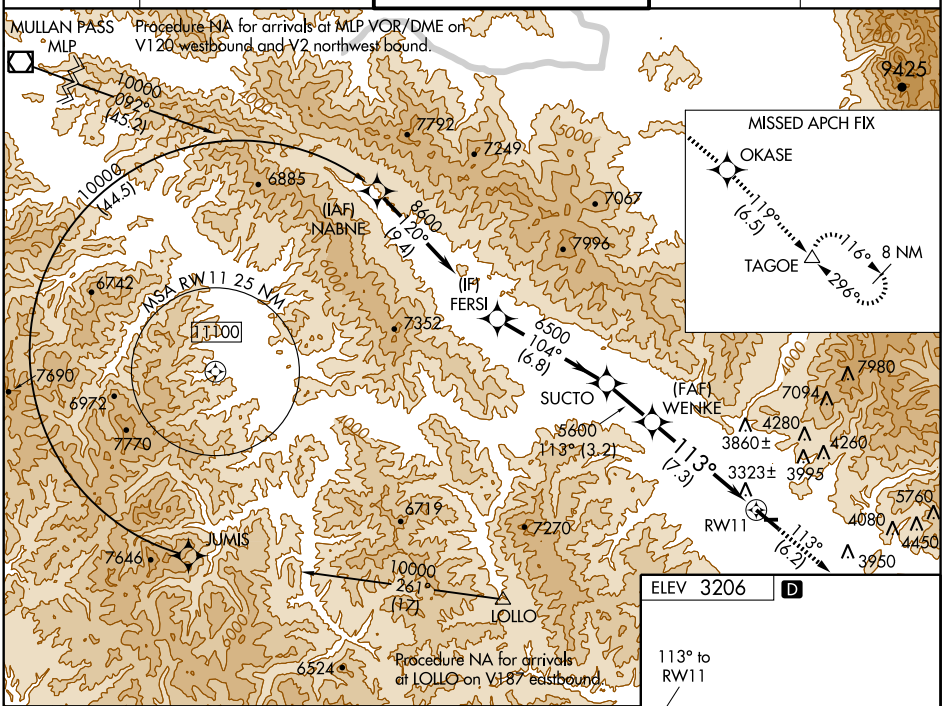
** Missed approach requires minimum climb of 425 feet per NM to 8300.

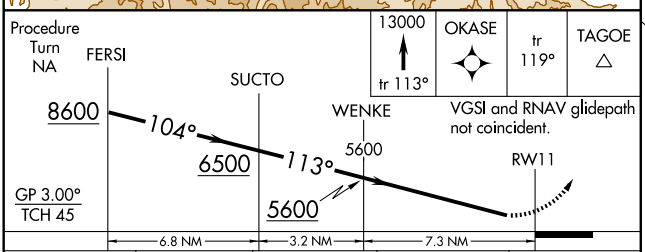
Missed approach requires minimum climb of 350 feet per NM to 8300, if unable see RNAV (GPS) Y RWY 11.

MALSR

MISSED APPROACH: Climb to 13000 via track 113° to OKASE, and via track 119° to TAGOE and hold, continue climb-in-hold to 13000.

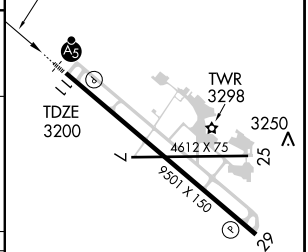
ATIS	SPOKANE APP CON ★	MISSOULA TOWER ★	GND CON	UNICOM
126.65	124.9 298.95	118.4 (CTAF) L 377.175	121.9	122.95





CATEGORY	A	B	C	D
RNP 0.12 DA**	3518-¾ 318 (400-¾)			
RNP 0.30 DA##	3880-2 680 (700-2)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NW-1, 23 SEP 2010 to 21 OCT 2010

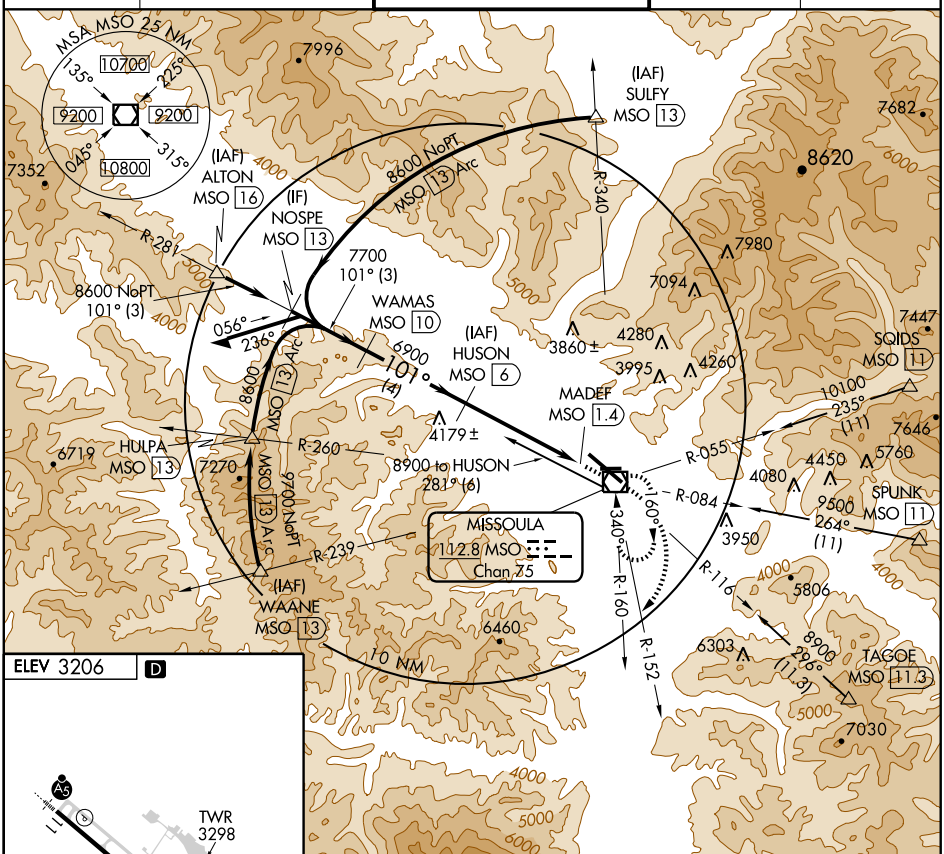
NW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME MSO 112.8 Chan 75	APP CRS 101°	Rwy ldg N/A TDZE N/A Apt Elev 3206

VOR/DME-A
MISSOULA INTL (MSO)

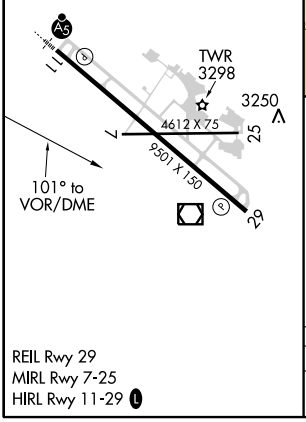
MISSED APPROACH: Climb direct MSO VOR/DME then climbing right turn to 8500 on MSO VOR/DME R-152 outbound then climbing left turn to 9100 direct to MSO VOR/DME and hold.

ATIS	SPOKANE APP CON ★	MISSOULA TOWER ★	GND CON	UNICOM
126.65	124.9 298.95	118.4 (CTAF) L 377.175	121.9	122.95

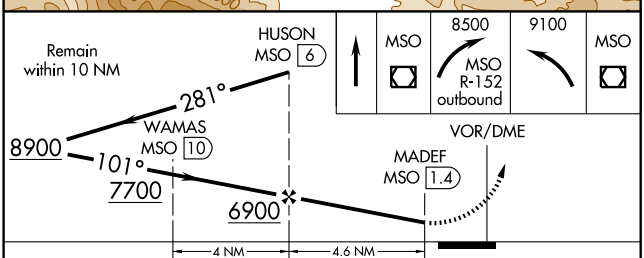


NW-1, 23 SEP 2010 to 21 OCT 2010

ELEV 3206 D



REIL Rwy 29
MIRL Rwy 7-25
HIRL Rwy 11-29 L



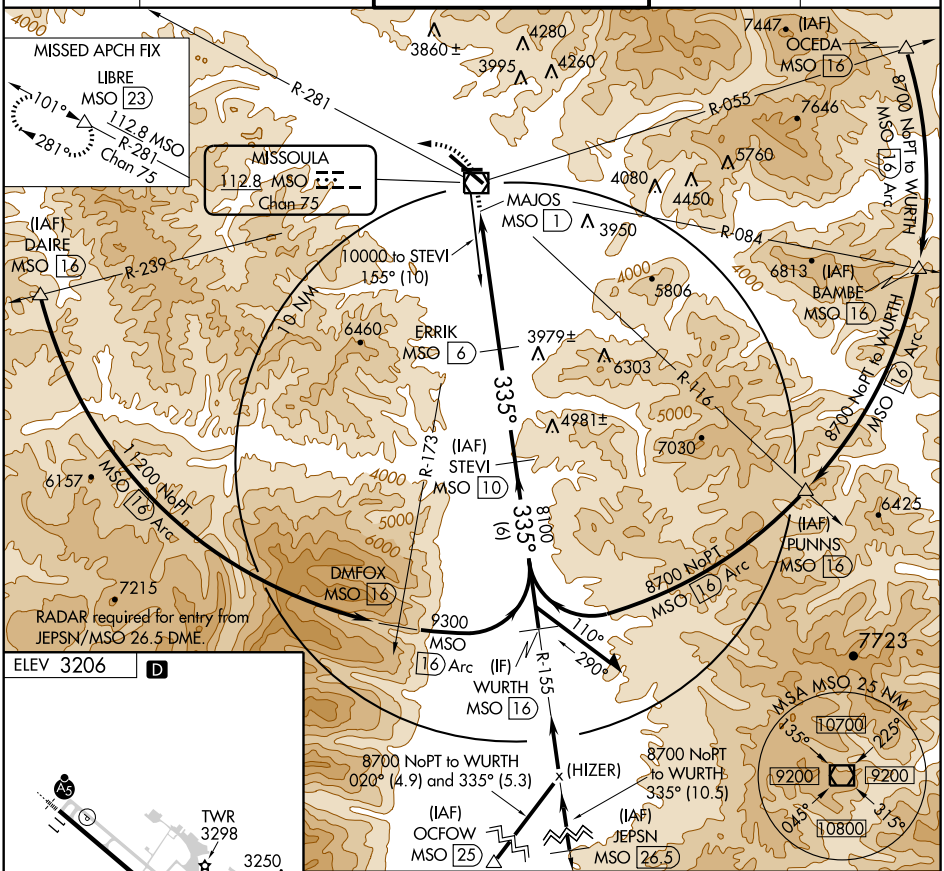
CATEGORY	A	B	C	D
CIRCLING	5120-1¼ 1914 (2000-1¼)	5120-1½ 1914 (2000-1½)	5120-3 1914 (2000-3)	5160-3 1954 (2000-3)

VOR/DME MSO 112.8 Chan 75	APP CRS 335°	Rwy ldg N/A TDZE N/A Apt Elev 3206

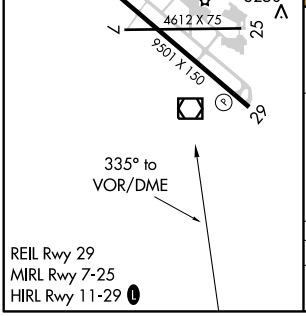
VOR/DME-B
MISSOULA INTL (MSO)

MISSED APPROACH: Climb to 9600 direct MSO VOR/DME and on MSO VOR/DME R-281 to LIBRE/MSO 23 DME and hold, continue climb-in-hold to 9600.

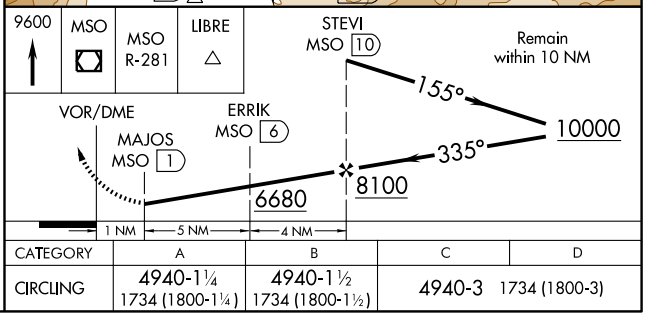
ATIS	SPOKANE APP CON ★	MISSOULA TOWER ★	GND CON	UNICOM
126.65	124.9 298.95	118.4 (CTAF) L 377.175	121.9	122.95



ELEV 3206 D



REIL Rwy 29
MIRL Rwy 7-25
HIRL Rwy 11-29 L



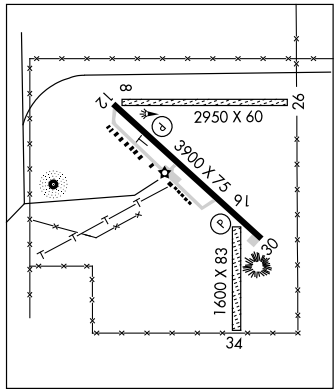
CATEGORY	A	B	C	D
CIRCLING	4940-1¼ 1734 (1800-1¼)	4940-1½ 1734 (1800-1½)	4940-3 1734 (1800-3)	

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

PLENTYWOOD

SHER–WOOD (PWD) 1 NE UTC−7(−6DT) N48°47.32′ W104°31.39′ **BILLINGS**
2250 B **FUEL** 100LL NOTAM FILE GTF **L–13E**
RWY 12–30: H3900X75 (ASPH–PFC) S–12.5 MIRL 0.4% up NW **IAP**
RWY 12: PAPI (P2L)—GA 3.0° TCH 44′. Road.
RWY 30: PAPI (P2L)—GA 3.0° TCH 44′.
RWY 08–26: 2950X60 (TURF)
RWY 16–34: 1600X83 (TURF)
AIRPORT REMARKS: Unattended. 24 hr self service credit card fuel facility. Ultralight on and in vicinity of arpt. PAPI Rwy 12 OTS indef. ACTIVATE MIRL Rwy 12–30—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 126.85
RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.
WILLISTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21′ W103°45.04′ 304° 44.5 NM to fld. 2372/12E.
HIWAS.
PLENTYWOOD NDB (MHW) 251 PWD N48°47.40′ W104°31.63′ at fld. NOTAM FILE GTF. VFR only.

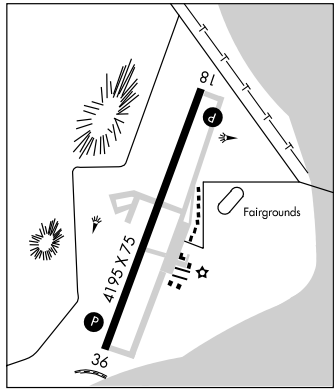


POLSON

(8S1) 1 W UTC−7(−6DT) N47°41.73′ W114°11.12′ **GREAT FALLS**
2941 B S4 **FUEL** 100LL, JET A NOTAM FILE GTF **L–13C**
RWY 18–36: H4195X75 (ASPH) S–17 MIRL **IAP**
RWY 18: PAPI(P4L)—GA 3.0° TCH 28′. Highway.
RWY 36: PAPI(P2L)—GA 4.0° TCH 31′. Hill.
AIRPORT REMARKS: Attended 1500–0000Z‡. 24 hr self service fuel avbl. Tower 600′ AGL 3 miles S unlighted. When ldg on Rwy 36 be alert to seaplane ldgs on adjacent river. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 133.4
RADIO AIDS TO NAVIGATION: NOTAM FILE MLP.
MULLAN PASS (H) VORW/DME 117.8 MLP Chan 125 N47°27.42′ W115°38.76′ 056° 61.0 NM to fld. 6100/20E. **HIWAS.**

• • • • • • • • • • • • • • • • • • • •

WATERWAY 03W–21W: 4000X500 (WATER)
SEAPLANE REMARKS: Seaplane landing area also used by boats.



APP CRS	Rwy ldg	N/A
302°	TDZE	N/A
	Apt Elev	2250

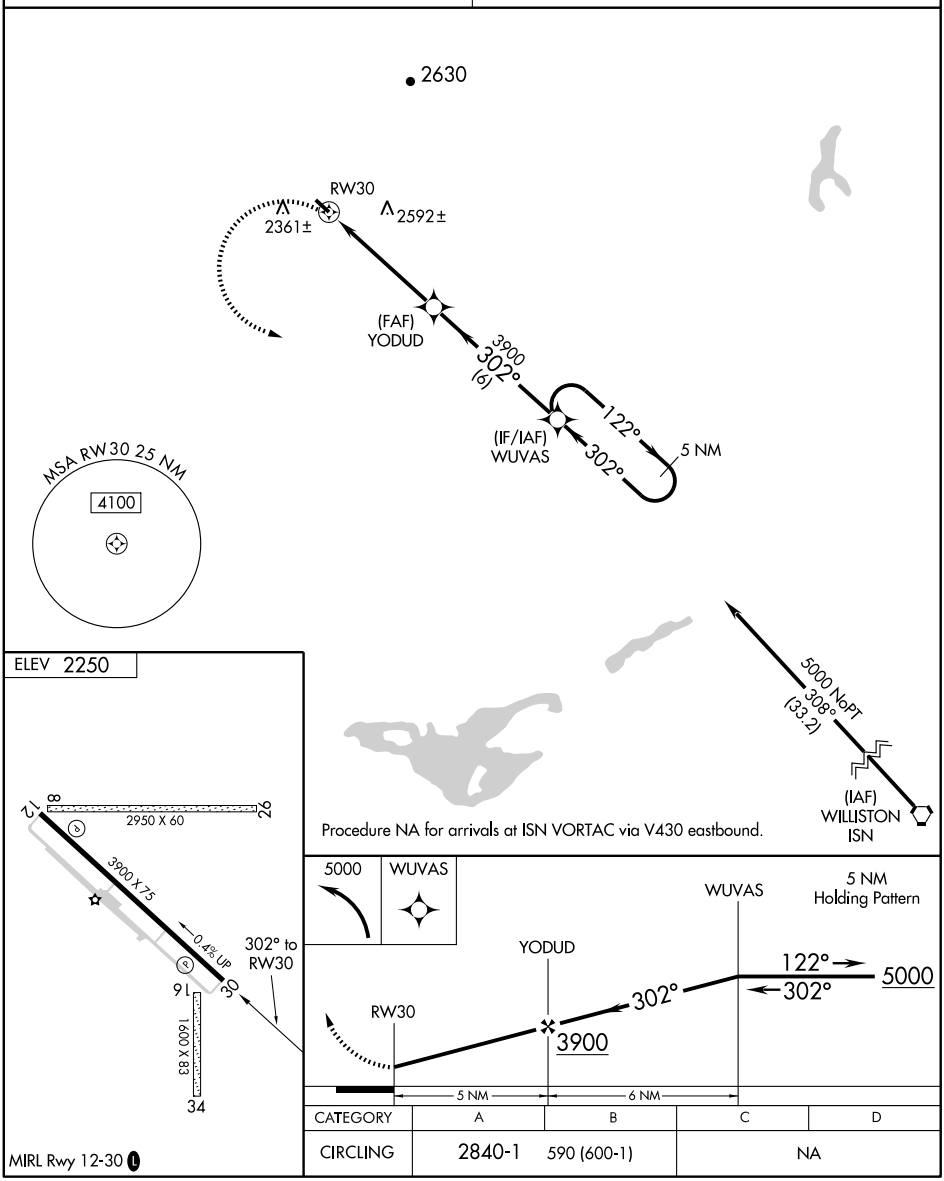
RNAV (GPS)-A

PLENTYWOOD/ SHER-WOOD (PWD)

Procedure NA at night. DME/DME RNP- 0.3 NA.
Use Sloulin Fld Intl, ND altimeter setting, if not received, use Wolf Point/ L.M. Clayton altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing left turn to 5000 direct WUVAS and hold.

SALT LAKE CENTER	UNICOM
126.85 305.2	122.8 (CTAF) L

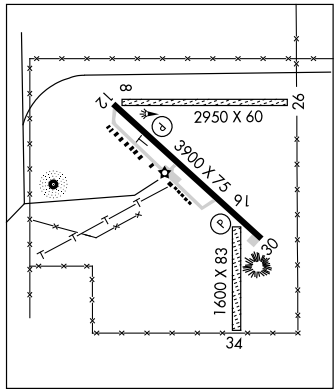


CATEGORY	A	B	C	D
CIRCLING	2840-1	590 (600-1)	NA	

NW-1, 23 SEP 2010 to 21 OCT 2010

PLENTYWOOD

SHER–WOOD (PWD) 1 NE UTC−7(−6DT) N48°47.32′ W104°31.39′ **BILLINGS**
2250 B **FUEL** 100LL NOTAM FILE GTF **L–13E**
RWY 12–30: H3900X75 (ASPH–PFC) S–12.5 MIRL 0.4% up NW **IAP**
RWY 12: PAPI (P2L)—GA 3.0° TCH 44′. Road.
RWY 30: PAPI (P2L)—GA 3.0° TCH 44′.
RWY 08–26: 2950X60 (TURF)
RWY 16–34: 1600X83 (TURF)
AIRPORT REMARKS: Unattended. 24 hr self service credit card fuel facility. Ultralight on and in vicinity of arpt. PAPI Rwy 12 OTS indef. ACTIVATE MIRL Rwy 12–30—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 126.85
RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.
WILLISTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21′ W103°45.04′ 304° 44.5 NM to fld. 2372/12E.
HIWAS.
PLENTYWOOD NDB (MHW) 251 PWD N48°47.40′ W104°31.63′ at fld. NOTAM FILE GTF. VFR only.

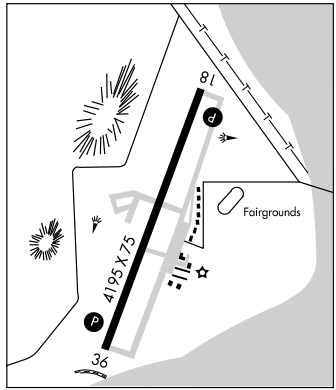


POLSON

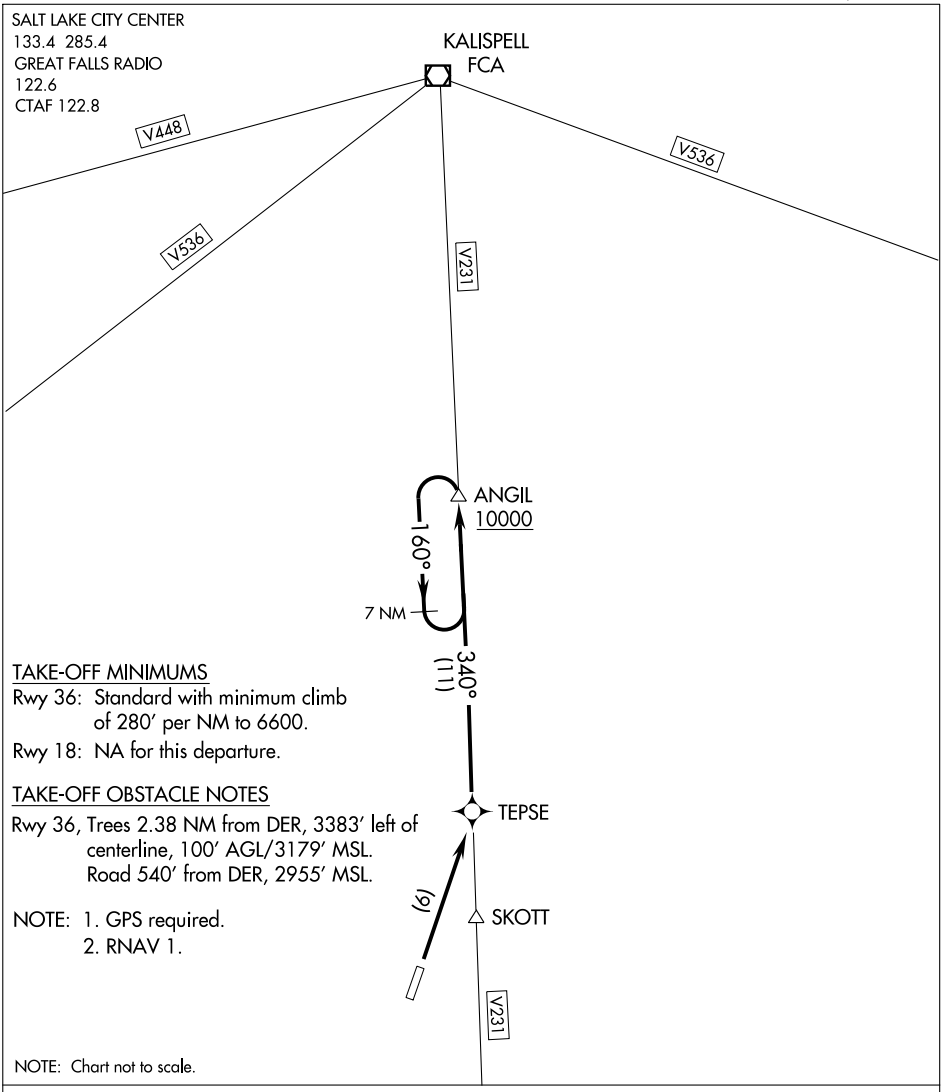
(8S1) 1 W UTC−7(−6DT) N47°41.73′ W114°11.12′ **GREAT FALLS**
2941 B S4 **FUEL** 100LL, JET A NOTAM FILE GTF **L–13C**
RWY 18–36: H4195X75 (ASPH) S–17 MIRL **IAP**
RWY 18: PAPI(P4L)—GA 3.0° TCH 28′. Highway.
RWY 36: PAPI(P2L)—GA 4.0° TCH 31′. Hill.
AIRPORT REMARKS: Attended 1500–0000Z‡. 24 hr self service fuel avbl. Tower 600′ AGL 3 miles S unlighted. When ldg on Rwy 36 be alert to seaplane ldgs on adjacent river. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 133.4
RADIO AIDS TO NAVIGATION: NOTAM FILE MLP.
MULLAN PASS (H) VORW/DME 117.8 MLP Chan 125 N47°27.42′ W115°38.76′ 056° 61.0 NM to fld. 6100/20E. **HIWAS.**

• • • • • • • • • • • • • • • • • • • •

WATERWAY 03W–21W: 4000X500 (WATER)
SEAPLANE REMARKS: Seaplane landing area also used by boats.



ANGIL ONE DEPARTURE (RNAV) (OBSTACLE)



TAKE-OFF MINIMUMS

Rwy 36: Standard with minimum climb of 280′ per NM to 6600.

Rwy 18: NA for this departure.

TAKE-OFF OBSTACLE NOTES

Rwy 36, Trees 2.38 NM from DER, 3383′ left of centerline, 100′ AGL/3179′ MSL. Road 540′ from DER, 2955′ MSL.

NOTE: 1. GPS required.
2. RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 36: Climb direct to TEPSE WP, then via 340° track to ANGIL, Thence. . . .

. . . .Climb in the ANGIL holding pattern to cross ANGIL at or above 10000 prior to proceeding on course.

NW-1, 23 SEP 2010 to 21 OCT 2010

ANGIL ONE DEPARTURE (RNAV) (OBSTACLE)
POLSON, MONTANA
POLSON (8S1)
(ANGIL1.ANGIL) 10210

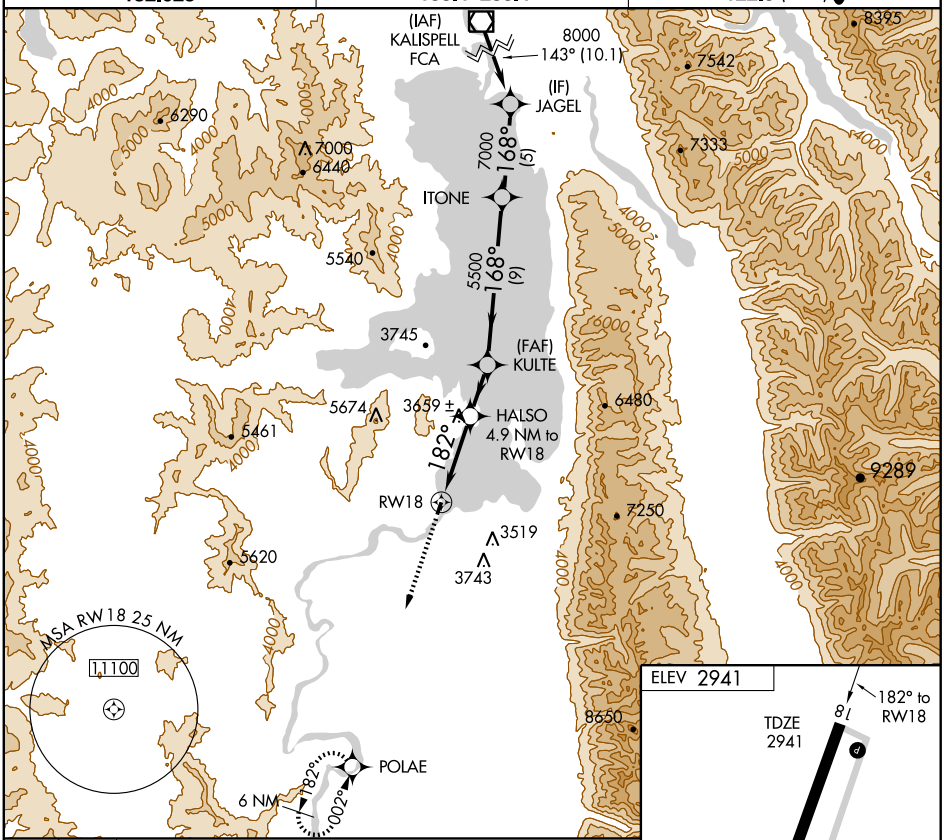
APP CRS	Rwy ldg	4195
182°	TDZE	2941
	Apt Elev	2941

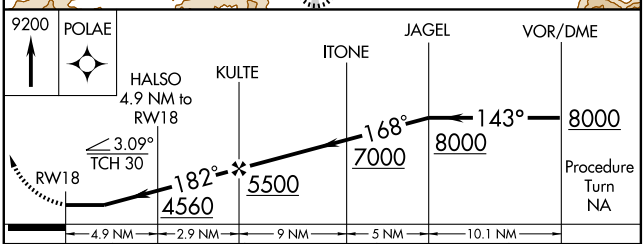
RNAV (GPS) RWY 18
POLSON (8S1)

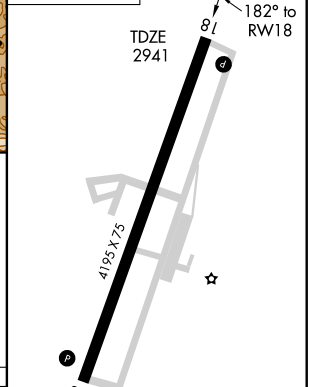
Procedure NA at night.
DME/DME RNP- 0.3 NA.
Use Glacier Park Intl altimeter setting.

MISSED APPROACH: Climb to 9200 direct POLAE and hold.

GLACIER PARK INTL ASOS	SALT LAKE CENTER	UNICOM
132.625	133.4 285.4	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	4480-1¼ 1539 (1600-1¼)	4480-1½ 1539 (1600-1½)	NA	
CIRCLING	4480-1¼ 1539 (1600-1¼)	4480-1½ 1539 (1600-1½)	NA	

MIRL Rwy 18-36

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

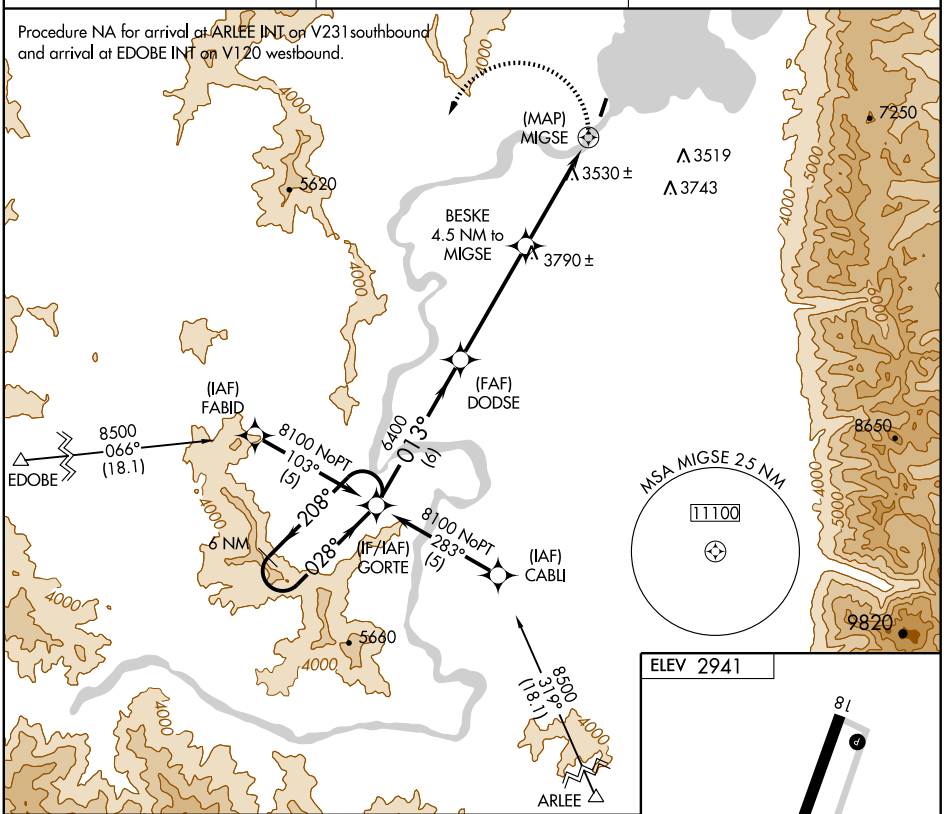
APP CRS	Rwy ldg	4195
013°	TDZE	2941
	Apt Elev	2941

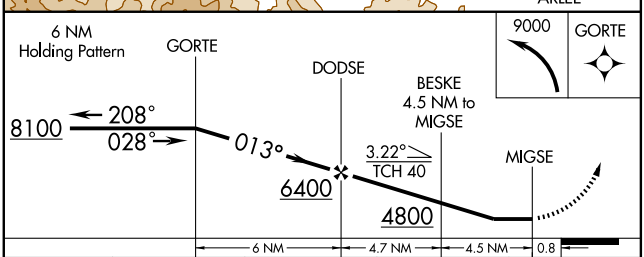
RNAV (GPS) RWY 36
POLSON (8S1)

Procedure NA at night.
DME/DME RNP-0.3 NA.
Use Glacier Park Intl altimeter setting.

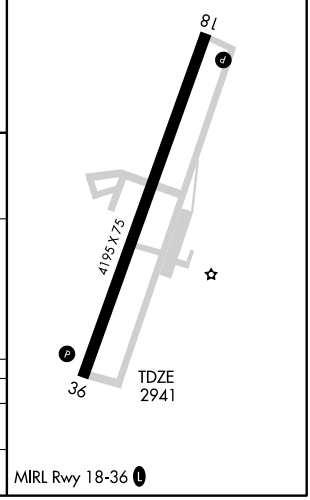
MISSED APPROACH: Climbing left turn to 9000 direct GORTE WP and hold.

GLACIER PARK INTL ASOS	SALT LAKE CENTER	UNICOM
132.625	133.4 285.4	122.8 (CTAF) L





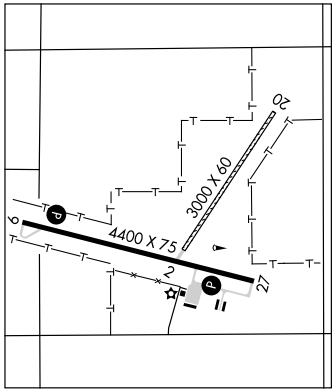
CATEGORY	A	B	C	D
LNAV	4340-1¼ 1399 (1400-1¼)	4340-1½ 1399 (1400-1½)	NA	
CIRCLING	4340-1¼ 1399 (1400-1¼)	4340-1½ 1399 (1400-1½)	NA	



NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

POPLAR MUNI (P01) 2 NE UTC−7(−6DT) N48°08.07′ W105°09.73′ **BILLINGS**
2036 B **FUEL** 100LL NOTAM FILE GTF Not insp. **L–13E**
RWY 09–27: H4400X75 (ASPH–PFC) S–12.5, D–40, 2D–66 MIRL **IAP**
RWY 09: PAPI(P2L)—GA 3.0° TCH 24′
RWY 27: PAPI(P2L)—GA 3.0° TCH 24′
RWY 02–20: 3000X60 (TURF)
AIRPORT REMARKS: Attended continuously. ACTIVATE PAPI Rwy 09 and Rwy 27 and MIRL Rwy 09–27—122.8.
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 126.85
RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.
WILLISTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21′ W103°45.04′ 251° 57.1 NM to fld. 2372/12E.
HIWAS.

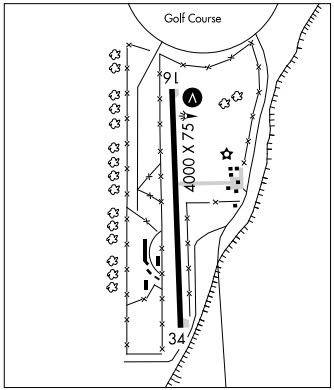


PORT OF DEL BONITA

WHETSTONE INTL (H28) 0 W UTC−7(−6DT) N49°00.00′ W112°47.55′ **GREAT FALLS**
4336 AOE NOTAM FILE GTF
RWY 07–25: 4440X65 (TURF)
RWY 07: P–line. **RWY 25:** Fence.
AIRPORT REMARKS: Unattended. No snow removal. Rwy 07–25 gopher holes on surface. Rwy 07 p–line marked with red balls. Rwy 07–25 cone markers every 200′ both sides of rwy and red cones mark thlds.
COMMUNICATIONS: CTAF/UNICOM 122.8

RAVALLI CO (See HAMILTON)

RED LODGE (RED) 1 NW UTC−7(−6DT) N45°11.25′ W109°16.04′ **GREAT FALLS**
5763 B S2 **FUEL** 100LL, JET A NOTAM FILE GTF **L–13D**
RWY 16–34: H4000X75 (ASPH) S–4, D–6 MIRL
RWY 16: VASI(V2L)—GA 3.0° TCH 27′. Road. **RWY 34:** Road.
AIRPORT REMARKS: Unattended. For fuel call 406–328–7408. Wildlife on and invof rwy. ACTIVATE MIRL Rwy 16–34 and VASI Rwy 16—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BIL.
BILLINGS (H) VORTACW 114.5 BIL Chan 92 N45°48.51′ W108°37.48′ 202° 46.1 NM to fld. 3808/14E.
NDB (HW) 203 RED N45°14.40′ W109°15.86′ 165° 3.2 NM to fld. NOTAM FILE GTF. VFR only.



APP CRS	Rwy ldg	4400
275°	TDZE	2034
	Apt Elev	2036

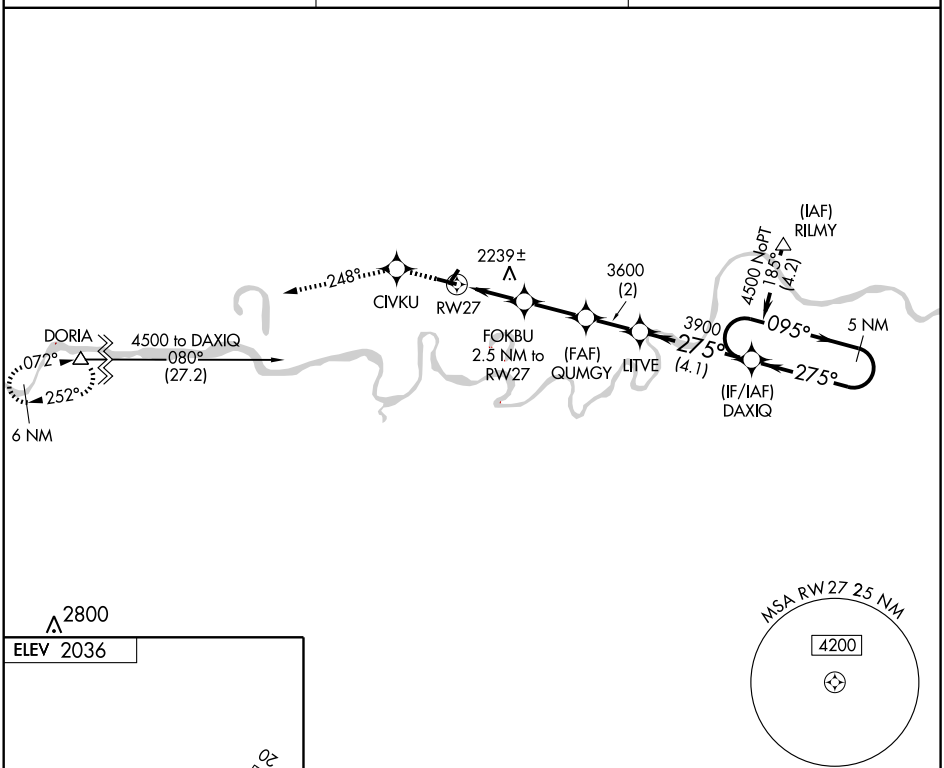
RNAV (GPS) RWY 27
POPLAR MUNI (P01)

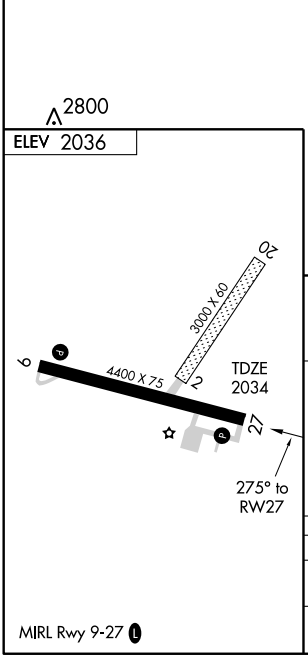
NA

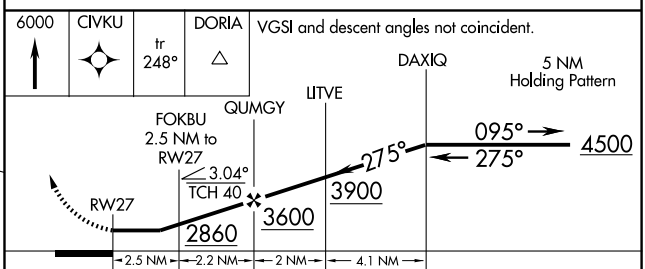
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. Use Wolf Point altimeter setting; when not received use Sidney altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 6000 direct CIVKU and on track 248° to DORIA and hold, continue climb-in-hold to 6000.

WOLF POINT ASOS	SALT LAKE CITY APP CON	UNICOM
118.325	126.85 305.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2540-1 506 (600-1)		NA	
CIRCLING	2560-1 524 (600-1)	2600-1 564 (600-1)	NA	

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

RICHEY (7U8) 1 SW UTC−7(−6DT) N47°37.60′ W105°04.58′ **BILLINGS**

2493 B NOTAM FILE GTF

RWY 14–32: 2690X75 (TURF–DIRT) LIRL

RWY 32: Hill.

AIRPORT REMARKS: Unattended. Rwy 14–32 center 20′ of rwy soft graded dirt, perimeter is turf. No snow removal. ACTIVATE LIRL Rwy 14–32—CTAF.

COMMUNICATIONS: CTAF 122.9

RIDDICK FLD (See PHILIPSBURG)

ROCK CREEK (See CLINTON)

RONAN (7SØ) 3 N UTC−7(−6DT) N47°34.03′ W114°06.07′ **GREAT FALLS**

3086 B S2 **FUEL** 100LL, JET A NOTAM FILE GTF **L–13C**

RWY 16–34: H4800X75 (ASPH) MIRL **IAP**

RWY 16: PAPI(P2L)—GA 3.0° TCH 21. Road.

RWY 34: PAPI(P2L)—GA 3.0° TCH 22′.

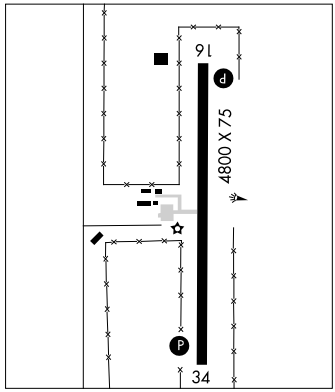
AIRPORT REMARKS: Unattended. Fuel avbl 24 hours via self serve credit card svc. Large seagulls on and in vicinity of arpt. MIRL Rwy 16–34 and PAPI Rwy 34 opr 2300–0400Z‡; after 0400Z‡ ACTIVATE MIRL Rwy 16–34 and PAPI Rwy 16 and 34—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 133.4

RADIO AIDS TO NAVIGATION: NOTAM FILE FCA

KALISPELL (H) VORW/DME 113.2 FCA Chan 79 N48°12.85′ W114°10.55′ 158° 39 NM to fld. 2984/18E.



ROSS INTL (See SWEETGRASS)

ROTORCRAFT HELIPORT (See Hamilton)

ROUNDUP (RPX) 2 N UTC−7(−6DT) N46°28.50′ W108°33.60′ **BILLINGS**

3491 B **FUEL** 100LL, JET A NOTAM FILE GTF **H–1E, L–13D**

RWY 06–24: H5098X75 (ASPH) S–12.5 MIRL

RWY 06: Tree. **RWY 24:** PAPI(P2L)—GA 3.0° TCH 45′.

RWY 15–33: 2458X100 (TURF–DIRT)

RWY 15: Tree. **RWY 33:** Trees.

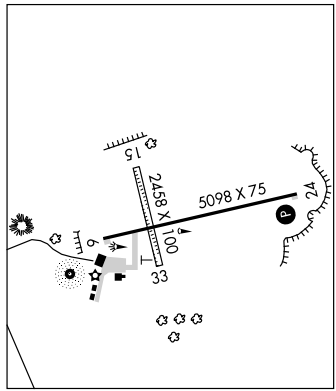
AIRPORT REMARKS: Attended Mon–Sat 1500–0000Z‡. Service avbl Sun phone 406–323–1011. Credit card self service fuel avbl 24 hours. Parachute Jumping. Wildlife on and invof arpt. Ultralights on and invof arpt. Radio controlled airplane ops on arpt. Rgt tfc Rwy 24 from 0500Z‡ to 1400Z‡. Major airframe and major power plant repairs winter only. Rwy 15–33 marked with white cones full length, red cones mark thld. ACTIVATE PAPI Rwy 24—CTAF.

COMMUNICATIONS: CTAF/AUNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE BIL.

BILLINGS (H) VORTACW 114.5 BIL Chan 92 N45°48.51′ W108°37.48′ 351° 40.1 NM to fld. 3808/14E.

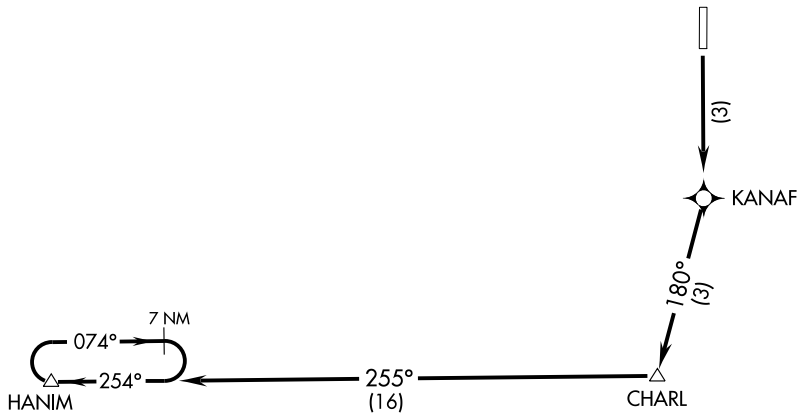
NDB (MHW) 362 RPX N46°28.83′ W108°34.04′ at fld. NOTAM FILE GTF. VFR only.



HANIM ONE DEPARTURE (RNAV)

SL-9978 (FAA)

SALT LAKE CITY CENTER
133.4 285.4
GREAT FALLS RADIO
122.6
CTAF 122.8



NOTE: RNAV 1.

NOTE: GPS required.

TAKE-OFF MINIMUMS:
Rwy 16: Standard.
Rwy 34: NA. See RONAN DEPARTURE.

TAKE-OFF OBSTACLE NOTE:
Rwy 16: Tree 485′ from DER, 386′ left of centerline, 50′ AGL/3149′ MSL.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 13000 direct KANAF and via track 180° to CHARL and via track 255° to HANIM and hold, continue climb-in-hold to 13000 before proceeding on course.

NW-1, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 16

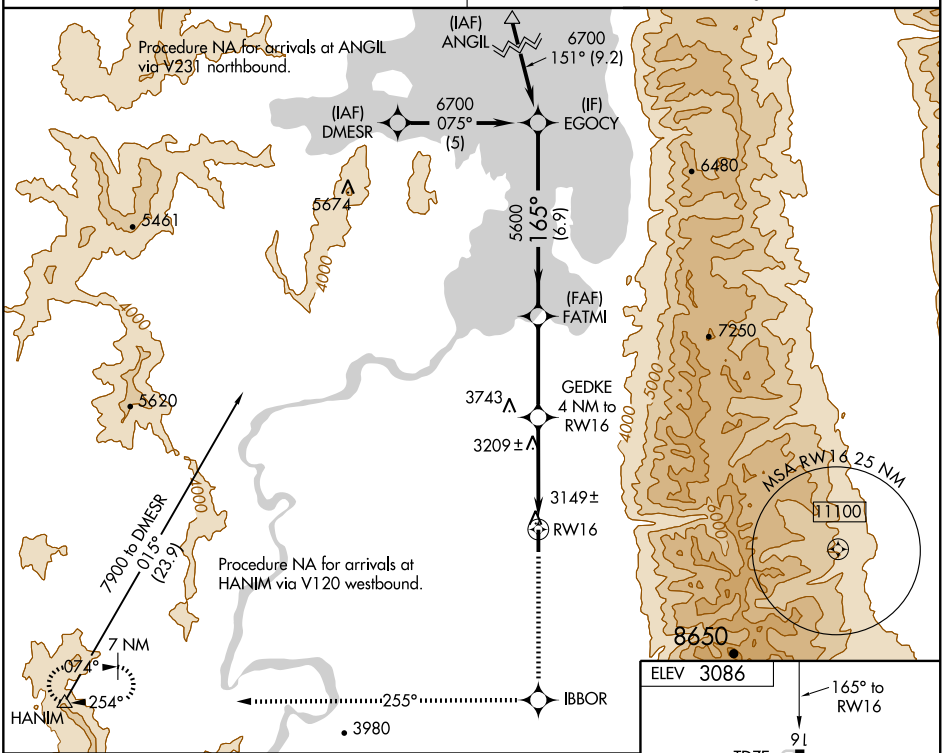
RONAN (7SØ)

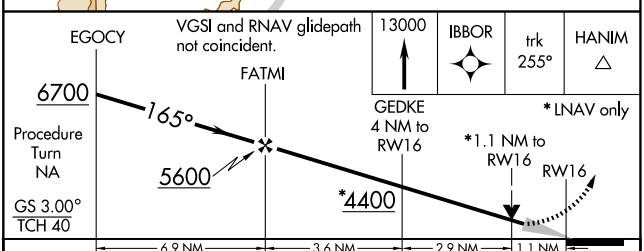
WAAS CH 45814 W16A	APP CRS 165°	Rwy ldg 4800 TDZE 3086 Apt Elev 3086

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F).
NA Circling NA east of Rwys 16 and 34. DME/DME RNP- 0.3 NA.

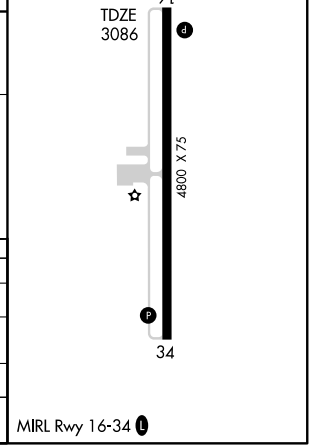
MISSED APPROACH: Climb to 13000 direct IBBOR and via track 255° to HANIM and hold, continue climb-in-hold to 13000.

SALT LAKE CITY CENTER	UNICOM
133.4 285.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3386-1 300 (300-1)		NA	
LNAV/VNAV DA	3531-1½ 445 (500-1½)		NA	
LNAV MDA	3460-1 374 (400-1)		NA	
CIRCLING	3460-1 374 (400-1)	3540-1 454 (500-1)	NA	



NW-1, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 34
RONAN (7SØ)

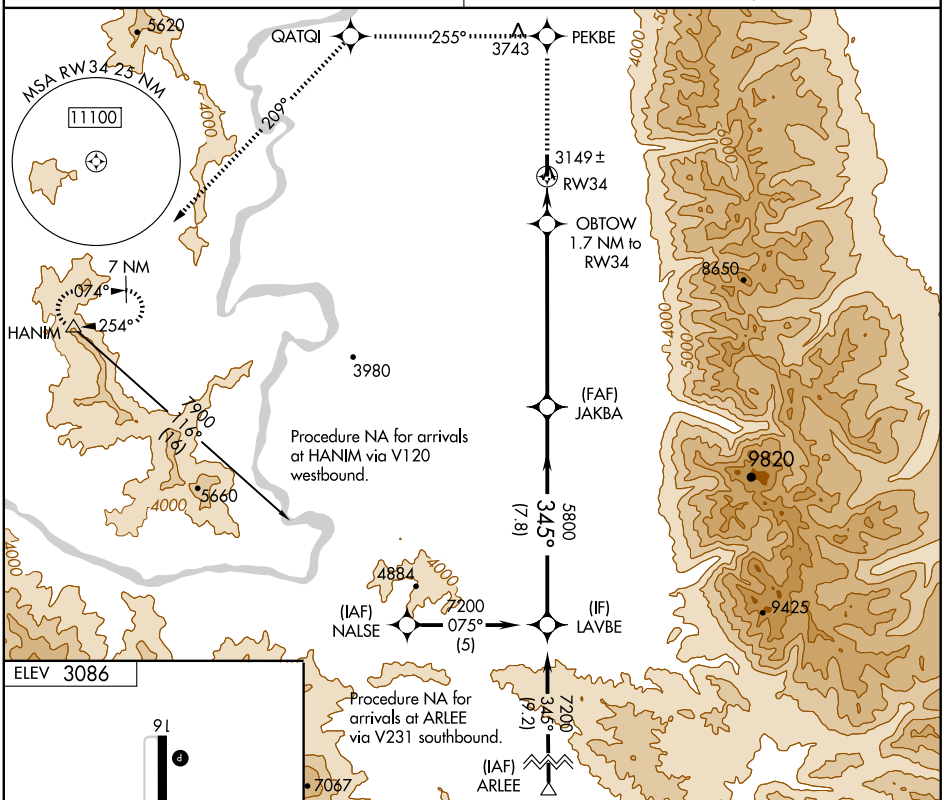
WAAS CH 86614 W34A	APP CRS 345°	Rwy ldg 4800 TDZE 3081 Apt Elev 3086

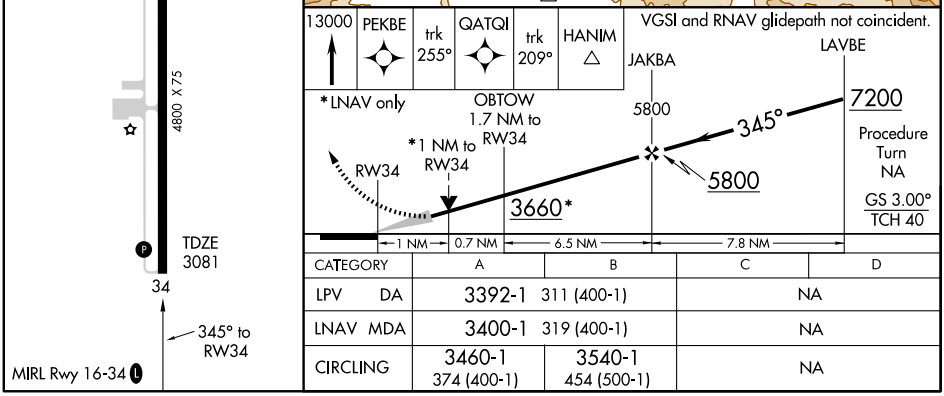
Circling NA east of Rwys 16 and 34.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 13000 direct PEKBE and via track 255° to QATQI and via track 209° to HANIM and hold, continue climb-in-hold to 13000.

SALT LAKE CITY CENTER
133.4 285.4

UNICOM
122.8 (CTAF)



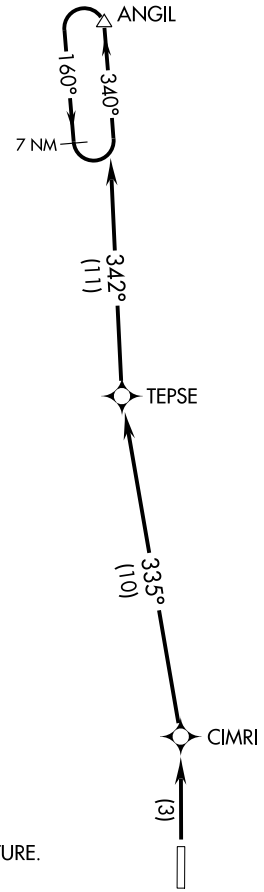


CATEGORY	A	B	C	D
LPV DA	3392-1	311 (400-1)	NA	
LNAV MDA	3400-1	319 (400-1)	NA	
CIRCLING	3460-1 374 (400-1)	3540-1 454 (500-1)	NA	

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

SALT LAKE CITY CENTER
133.4 285.4
GREAT FALLS RADIO
122.6
CTAF 122.8



NOTE: RNAV 1.

NOTE: GPS required.

TAKE-OFF MINIMUMS:
Rwy 16: NA. See HANIM ONE DEPARTURE.
Rwy 34: Standard.

TAKE-OFF OBSTACLE NOTES:
Rwy 34: Building 158′ from DER, 370′ left of centerline, 40′ AGL/3130′ MSL.
Tree 1358′ from DER, 556′ left of centerline, 50′ AGL/3149′ MSL.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34: Climb to 10000 direct CIMRI and via track 335° to TEPSE and via track 342° to ANGIL and hold, continue climb-in-hold to appropriate MEA before proceeding on course.

NW-1, 23 SEP 2010 to 21 OCT 2010

RYEGATE (8UØ) 1S UTC−7(−6DT) N46°17.43′ W109°14.86′ **GREAT FALLS**

3689 B NOTAM FILE GTF

RWY 07–25: 3440X100 (TURF)

RWY 07: P–line. **RWY 25:** Hill.

AIRPORT REMARKS: Unattended. Rwy 07–25 surface condition rough. No snow removal. Rwy 07–25 marked by white cones full length.

COMMUNICATIONS: CTAF 122.9

SAIGE N45°51.13′ W108°41.67′. NOTAM FILE BIL. **BILLINGS**

NDB (LOM) 251 BI 099° 6.9 NM to Billings Logan Intl.

ST IGNATIUS (52S) 1 NE UTC−7(−6DT) N47°19.50′ W114°04.84′ **GREAT FALLS**

3006 B S2 **FUEL** 100LL NOTAM FILE GTF

RWY 08–26: H2610X60 (ASPH) LIRL

RWY 08: Road. **RWY 26:** Building.

AIRPORT REMARKS: Attended continuously. Migratory flocks of birds invof rwy. Snow removal. Rwy 08 90′ relocated thld for ngt ops only. Rwy 26 243′ relocated thld for ngt ops only. 2277′ avbl for ngt ops. Rwy 08 90′ unlighted, Rwy 26 243′ unlighted, 2277′ lgtd at ngt. Telephone on fld 406–745–4008. ACTIVATE LIRL Rwy 08–26—122.9

COMMUNICATIONS: CTAF 122.9

ST LABRE MISSION (See ASHLAND)

SAND SPRINGS STRIP (8U1) 1 NW UTC−7(−6DT) N47°06.25′ W107°30.21′ **BILLINGS**

3180 TPA—3900(720) NOTAM FILE GTF

RWY 10–28: 2400X60 (TURF)

RWY 10: Road.

AIRPORT REMARKS: Attended dalgt hours. Animals on and invof rwy. Rwy 10–28 may be soft when wet. No landing on twy connected to Rwy 28.

COMMUNICATIONS: CTAF/UNICOM 122.8

SCHAFER (USFS) (8U2) 15 SE UTC−7(−6DT) N48°05.25′ W113°15.05′ **GREAT FALLS**

4855 NOTAM FILE GTF

RWY 07–25: 3200X60 (TURF)

RWY 07: Trees. **RWY 25:** Trees.

AIRPORT REMARKS: Unattended. Summer phone 406–752–7345. Watch for horses or big game animals on rwy. First 400′ Rwy 25 very rough. Rwy 07–25 E 1800′ marked with cones, W 1400′ unmarked. Tkf and land Rwy 25 conditions permitting.

COMMUNICATIONS: CTAF 122.9

SCOBEY

SCOBEY (9S2) 1 NW UTC−7(−6DT) N48°48.46′ W105°26.37′ **BILLINGS**

2432 B S4 **FUEL** 100LL, JET A NOTAM FILE GTF **L–13E**

RWY 12–30: H4015X75 (ASPH) S–11 MIRL 1.2% up SE **IAP**

RWY 12: PAPI(P2L)—GA 3.0° TCH 25′.

RWY 30: PAPI(P2L)—GA 3.0° TCH 25′.

AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡, Sat 1500–1900Z‡. For fuel after hours call 406–487–5544. Deer on and in vicinity of arpt. MIRL Rwy 12–30; PAPI Rwy 12 and Rwy 30 opr dusk–0600Z‡; after 0600Z‡ ACTIVATE—CTAF.

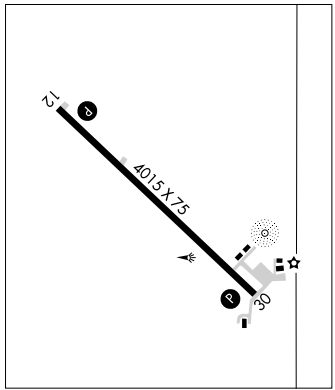
COMMUNICATIONS: CTAF/AUNICOM 122.8

SALT LAKE CENTER APP/DEP CON 126.85

RADIO AIDS TO NAVIGATION: NOTAM FILE GGW.

GLASGOW (H) VORW/DME 113.9 GGW Chan 86 N48°12.92′ W106°37.53′ 039° 59.2 NM to fld. 2280/14E.

NDB (MHW) 283 SCO N48°48.52′ W105°26.17′ at fld. NOTAM FILE GTF. VFR only.



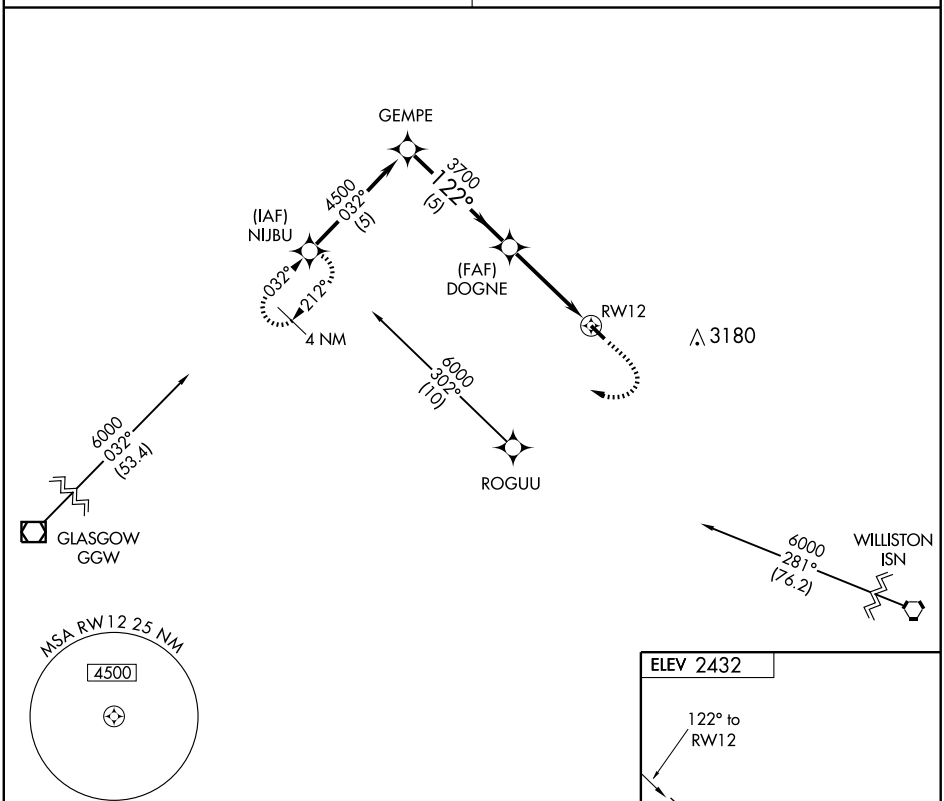
APP CRS	Rwy ldg	4015
122°	TDZE	2385
	Apt Elev	2432

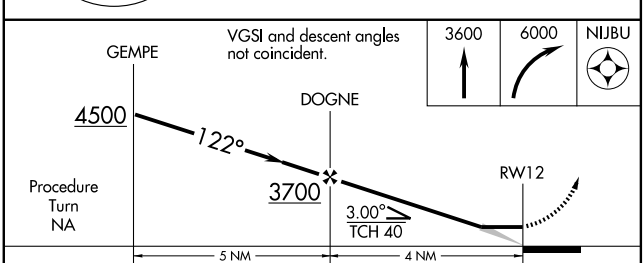
RNAV (GPS) RWY 12
SCOBEY (9S2)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Use Wolf Point altimeter setting; when not received procedure not authorized.

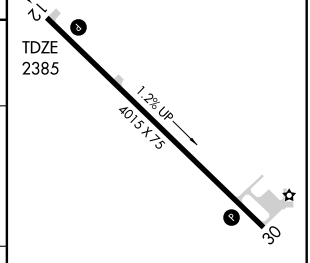
MISSED APPROACH: Climb to 3600 then climbing right turn to 6000 direct NIJBU WP and hold.

SALT LAKE CITY CENTER	UNICOM
126.85 305.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3100-1 715 (700-1)		NA	
CIRCLING	3100-1 668 (700-1)		NA	



NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

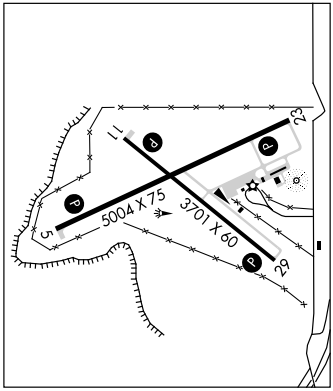
SCOBEY BORDER STATION (EAST POPLAR INTL) (8U3) 13 N UTC−7(−6DT) **BILLINGS**
N49°00.00′ W105°24.03′
2501 LRA NOTAM FILE GTF
RWY 07–25: 3330X75 (TURF)
RWY 07: Pole.
AIRPORT REMARKS: Unattended. May have live stock on and in vicinity of arpt. No snow removal. Rwy 07–25 soft when wet. Rwy 07–25 marked with cones full length. Rwy 07–25 surface rolling with gopher holes.
COMMUNICATIONS: CTAF 122.9

SEELEY LAKE

LINDEY's LANDING WEST SPB (M35) 1 NW UTC−8(−7DT) N47°10.46′ W113°28.80′ **GREAT FALLS**
3993 **FUEL** MOGAS NOTAM FILE GTF
WATERWAY 12–30: 14000X1000 (WATER)
SEAPLANE REMARKS: Attended continuously.
COMMUNICATIONS: CTAF 122.9

SEELEY LAKE (23S) 2 E UTC−7(−6DT) N47°10.75′ W113°26.72′ **GREAT FALLS**
4235 B NOTAM FILE GTF
RWY 16–34: 4575X75 (TURF)
RWY 16: Trees. **RWY 34:** Trees.
AIRPORT REMARKS: Unattended. Birds and wildlife on and invof arpt. Ultralights on and invof arpt. Tkfs to north not recommended due to rising terrain. Rwy 16–34 very soft and muddy when wet. Rwy 16–34 cones with reflectors along full length of rwy except during winter months. Snow removal intermittent, call arpt manager for current conditions 406–444–2506. ACTIVATE rotating bcn—CTAF.
COMMUNICATIONS: CTAF 122.9

SHELBY (SBX) 2 N UTC−7(−6DT) N48°32.44′ W111°52.27′ **GREAT FALLS**
3443 B S4 **FUEL** 100, JET A NOTAM FILE GTF **H–1D, L–13C**
RWY 05–23: H5004X75 (ASPH–PFC) S–12.5 MIRL 0.6% up NE **IAP**
RWY 05: PAPI(P2L)—GA 3.0° TCH 29′.
RWY 23: PAPI(P2L)—GA 3.0° TCH 32′. Road.
RWY 11–29: H3701X60 (ASPH–PFC) S–12.5 MIRL 0.3% up SE
RWY 11: PAPI(P2L)—GA 3.0° TCH 31′.
RWY 29: PAPI(P2L)—GA 3.0° TCH 38′. Light pole.
AIRPORT REMARKS: Attended 1500–0100Z‡. For fuel after hours call 406–450–2461 or 406–450–2463. Self svc credit card for 100LL and Jet A. Fuel truck avbl for Jet A. Deer on and invof arpt. Twys marked with reflectors. ACTIVATE MIRL Rwy 05–23; Rwy 11–29; PAPI Rwy 05, Rwy 23, Rwy 11 and Rwy 29—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
CUT BANK RCO 122.2 (GREAT FALLS RADIO)
SALT LAKE CENTER APP/DEP CON 133.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CTB.
CUT BANK (L) VORTACW 114.4 CTB Chan 91 N48°33.90′ W112°20.60′ 077° 18.9 NM to fld. 3780/17E.
NDB (MHW) 347 SBX N48°32.46′ W111°51.75′ at fld. NOTAM FILE GTF.



SHER–WOOD (See PLENTYWOOD)

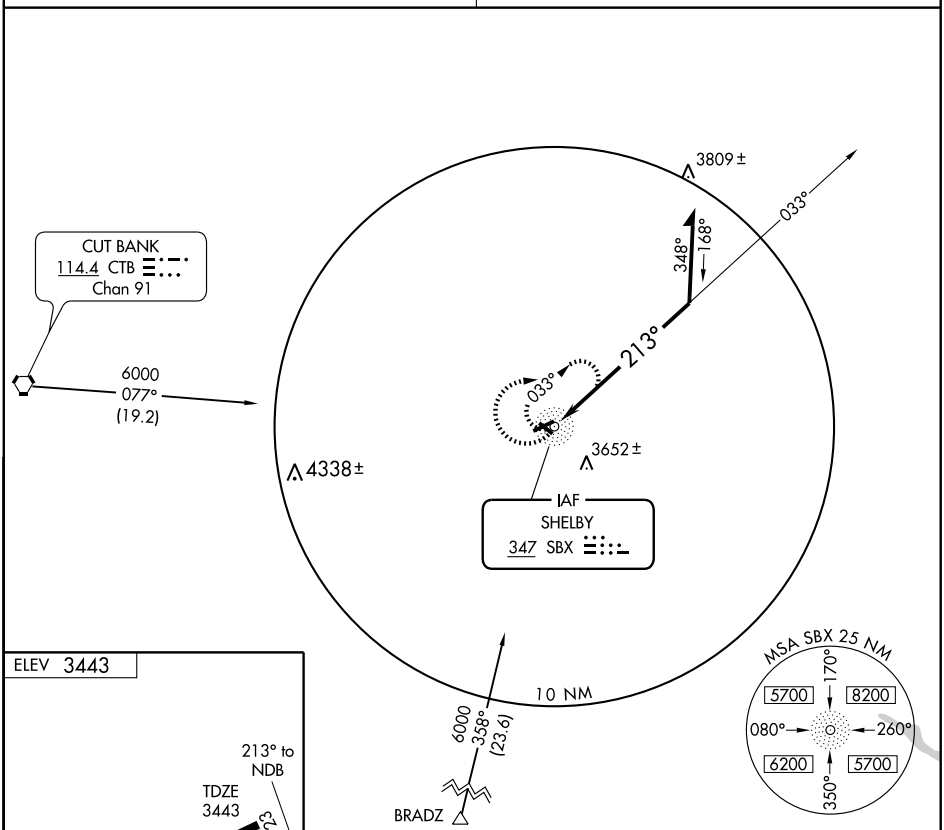
NDB SBX 347	APP CRS 213°	Rwy ldg 5004 TDZE 3443 Apt Elev 3443

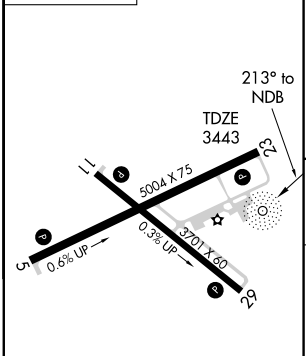
NDB RWY 23
SHELBY (SBX)

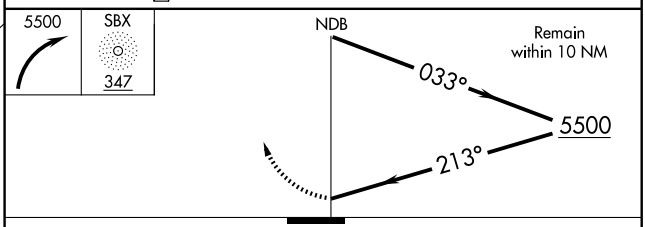
Visibility reduction by helicopters NA.
NA
Use Cut Bank altimeter setting, if not received, use Great Falls altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing right turn to 5500 in SBX NDB holding pattern.

SALT LAKE CITY CENTER	UNICOM
133.4 285.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-23	4240-1 797 (800-1)	4240-1¼ 797 (800-1¼)	4240-2¼ 797 (800-2¼)	NA
CIRCLING	4240-1 797 (800-1)	4240-1¼ 797 (800-1¼)	4240-2¼ 797 (800-2¼)	NA

MIRL Rwys 5-23 and 11-29 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS 230°	Rwy ldg	5004
	TDZE	3443
	Apt Elev	3443

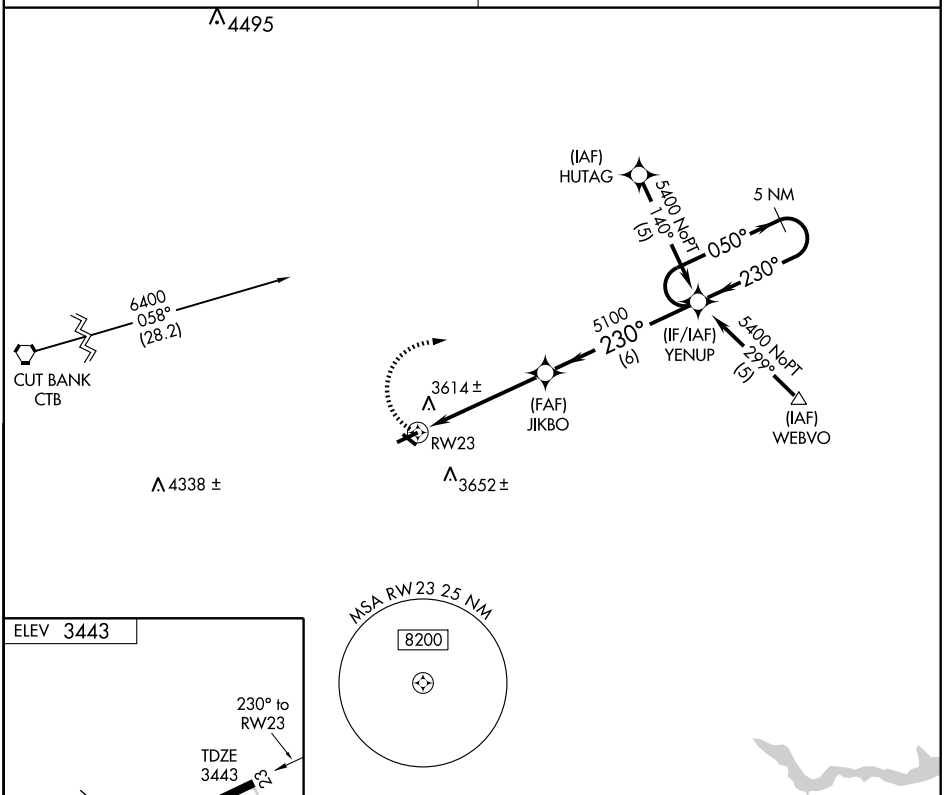
RNAV (GPS) RWY 23
SHELBY (SBX)

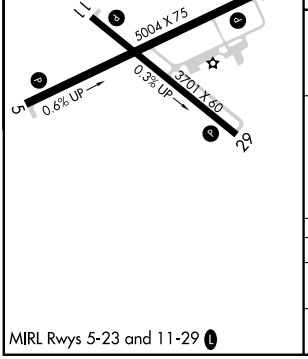
DME/DME RNP- 0.3 NA.
Circling NA at night.
Visibility reduction by helicopters NA.
Use Cut Bank altimeter setting, if not received, use Great Falls altimeter setting and increase all MDAs 120 feet.

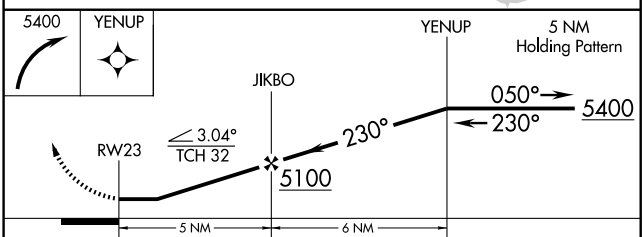
NA

MISSED APPROACH: Climbing right turn to 5400 direct YENUP and hold.

SALT LAKE CITY CENTER	UNICOM
133.4 285.4	122.8 (CTAF) L







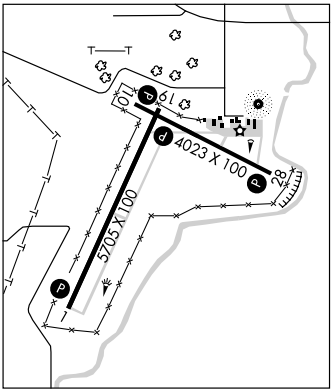
CATEGORY	A	B	C	D
LNAV MDA	4060-1 617 (700-1)		4060-1¾ 617 (700-1¾)	NA
CIRCLING	4120-1 677 (700-1)		4120-2 677 (700-2)	NA

MIRL Rwys 5-23 and 11-29 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

SIDNEY–RICHLAND MUNI (SDY) 1 W UTC−7(−6DT) N47°42.41′ W104°11.55′ **BILLINGS**
1985 B S4 **FUEL** 100LL, JET A OX 3 Class III, ARFF Index A NOTAM FILE SDY **H–1F, 2H, L–13E**
RWY 01–19: H5705X100 (ASPH–GRVD) S–40, D–55, 2D–85 MIRL **IAP**
RWY 01: REIL. PAPI(P2L)—GA 3.0° TCH 33′.
RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 41′. Tree. Rgt tfc.
RWY 10–28: H4023X100 (ASPH–GRVD) S–12, D–18
MIRL 0.4% up NW
RWY 10: REIL. PAPI (P2L)—GA 3.0 TCH 40′. Pole. Rgt tfc.
RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 26′. Tree.



RUNWAY DECLARED DISTANCE INFORMATION

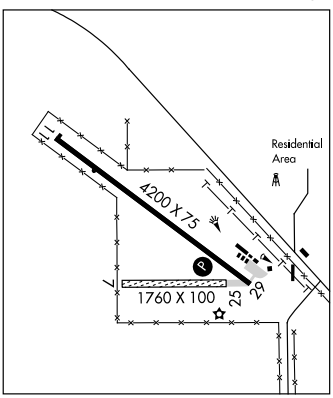
RWY 01:	TORA–5705	TODA–5705	ASDA–5705	LDA–5705
RWY 10:	TORA–4023	TODA–4023	ASDA–4023	LDA–4023
RWY 19:	TORA–5705	TODA–5705	ASDA–5705	LDA–5705
RWY 28:	TORA–4023	TODA–4023	ASDA–4023	LDA–4023

AIRPORT REMARKS: Attended 1200–0500Z‡. On call 24 hrs a day. For arpt conditions, ctc arpt management 406–433–2415. ACTIVATE MIRL Rwy 01–19 and Rwy 10–28, REIL Rwy 01, Rwy 19, Rwy 10 and Rwy 28; PAPI Rwy 01, Rwy 19, Rwy 10, and Rwy 28—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.275 (406) 482–7323.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 123.65 (GREAT FALLS RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.
WILLISTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21′ W103°45.04′ 197° 37.3 NM to fld. 2372/12E.
HIWAS.
NDB (HW) 359 SDY N47°42.69′ W104°10.91′ at fld. NOTAM FILE SDY.

SMITH LAKE N48°06.50′ W114°27.68′. NOTAM FILE FCA. **GREAT FALLS**
NDB (MHW) 515 SAK 019° 14.7 NM to Glacier Park Intl. **L–13B**

SPOTTED BEAR (USFS) (8U4) 3 NW UTC−7(−6DT) N47°57.50′ W113°33.56′ **GREAT FALLS**
3670 NOTAM FILE GTF
RWY 14–32: 3800X78 (TURF)
RWY 14: Trees. **RWY 32:** Trees.
AIRPORT REMARKS: Unattended. Rwy 14–32 north quarter of strip has a slight dog–leg, dog leg begins 1100′ from north end. Rwy 32 NSTD markings first 2400′ marked with cones spaced 200′ apart including dogleg.
COMMUNICATIONS: CTAF 122.9

STANFORD (S64) 1 S UTC−7(−6DT) N47°08.81′ W110°13.80′ **GREAT FALLS**
4327 B **FUEL** 100LL, MOGAS NOTAM FILE GTF **L–13D**
RWY 11–29: H4200X75 (ASPH) S–12 MIRL
RWY 11: Fence. **RWY 29:** PAPI(P2L)–GA 3.0° TCH 30′. Road.
RWY 07–25: 1760X100 (TURF–GRVL)
RWY 07: Fence. **RWY 25:** P–line.
AIRPORT REMARKS: Attended irregularly. Mogas available from station attendant across from hangars. First 200′ of Rwy 25 gravel with tall grass/weed growing through. First 500′ Rwy 07 very rough; multiple gopher holes. ACTIVATE MIRL Rwy 11–29 and PAPI Rwy 29—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE LWT.
LEWISTOWN (H) VORW/DME 112.0 LWT Chan 57 N47°03.18′ W109°36.37′ 268° 26.2 NM to fld. 4133/15E.



STARR–BROWNING AIRSTRIP (See BROWNING)

NDB SDY	APP CRS	Rwy ldg	5705
359	028°	TDZE	1985
		Apt Elev	1985

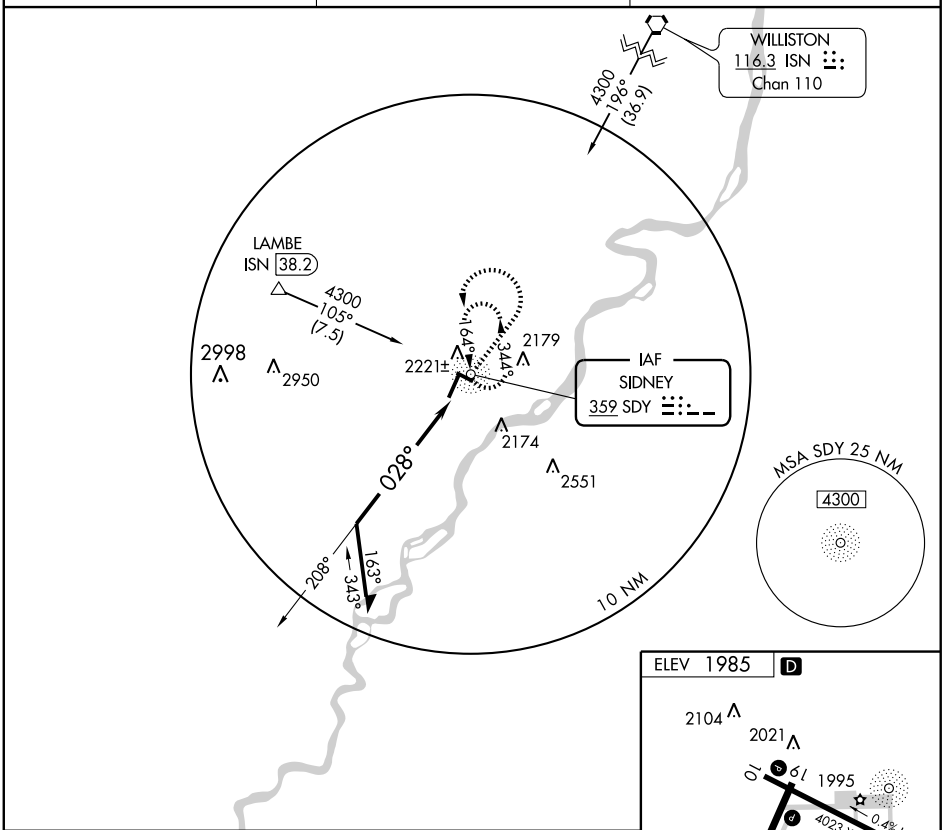
NDB RWY 1

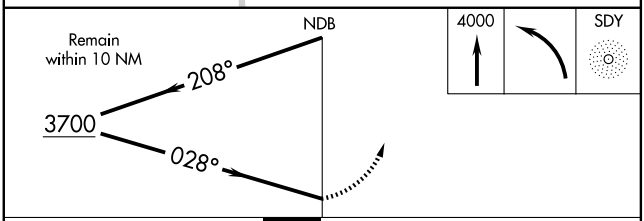
SIDNEY-RICHLAND MUNI (SDY)

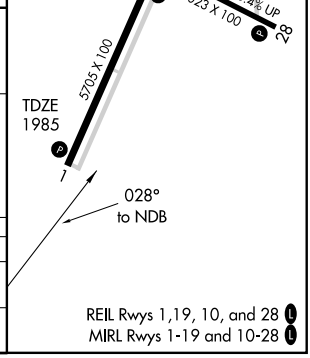
When local altimeter setting not received, use Williston altimeter setting: increase all MDAs 100 feet and visibility Cats A, B and D ¼ mile, Cat C ½ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 then left turn direct SDY NDB and hold.

AWOS-3	GREAT FALLS RADIO	UNICOM
119.275	123.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	2860-1 875 (900-1)	2860-1¼ 875 (900-1¼)	2860-2½ 875 (900-2½)	2860-2¾ 875 (900-2¾)
CIRCLING	2860-1 875 (900-1)	2860-1¼ 875 (900-1¼)	2860-2½ 875 (900-2½)	2860-2¾ 875 (900-2¾)

REIL Rwys 1,19, 10, and 28 L
MIRL Rwys 1-19 and 10-28 L

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

NDB SDY	APP CRS	Rwy ldg	5705
359	165°	TDZE	1981
		Apt Elev	1985

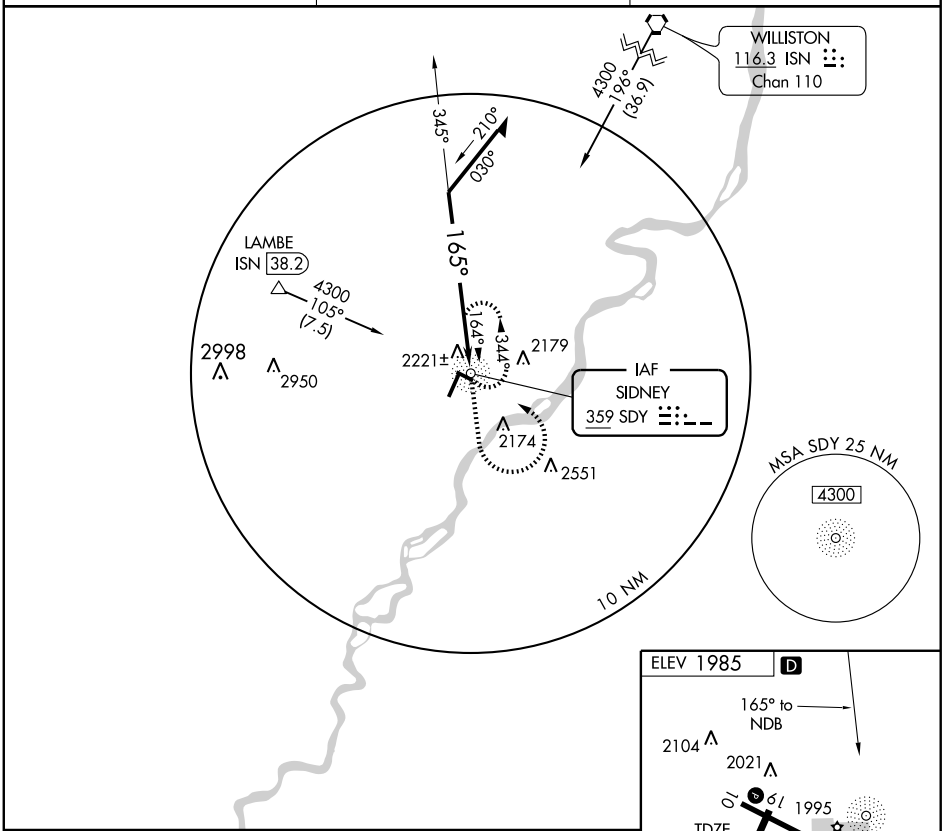
NDB RWY 19

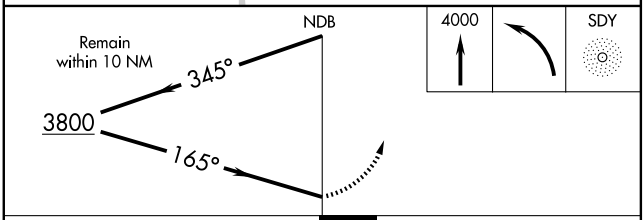
SIDNEY-RICHLAND MUNI (SDY)

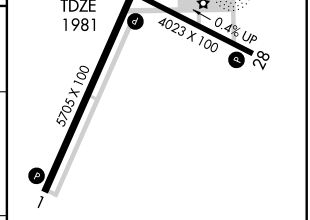
When local altimeter setting not received, use Williston altimeter setting: increase all MDAs 100 feet and visibility Cats B and C ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 then left turn direct SDY NDB and hold.

AWOS-3	GREAT FALLS RADIO	UNICOM
119.275	123.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	2920-1¼	939 (1000-1¼)	2920-2¾ 939 (1000-2¾)	2920-3 939 (1000-3)
CIRCLING	2920-1¼	935 (1000-1¼)	2920-2¾ 935 (1000-2¾)	2920-3 935 (1000-3)

REIL Rwys 1,19, 10, and 28 L
MIRL Rwys 1-19 and 10-28 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

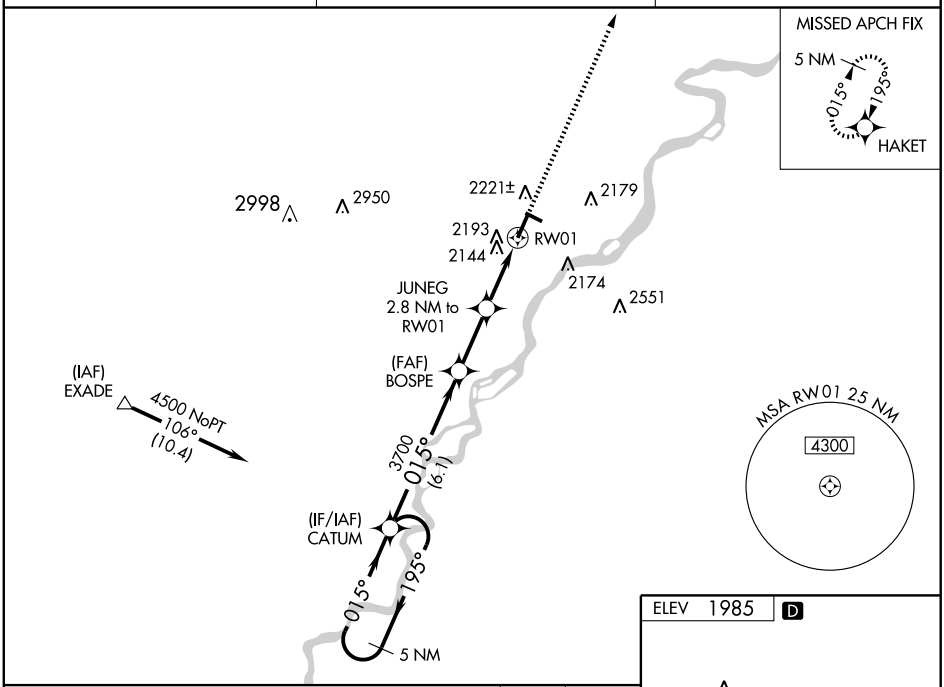
WAAS CH 62918 W01A	APP CRS 015°	Rwy ldg 5705 TDZE 1985 Apt Elev 1985

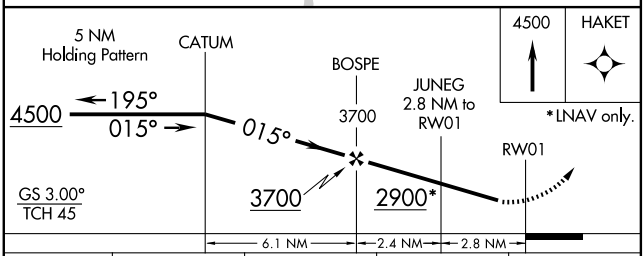
RNAV (GPS) RWY 1
SIDNEY-RICHLAND MUNI (SDY)

Baro-VNAV NA when using Williston altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Williston altimeter setting and increase all DA 84 feet and MDA 100 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, increase LNAV Cat C and D visibility ¼ mile, Circling Cat C visibility ½ mile, Cat D visibility ¼ mile.

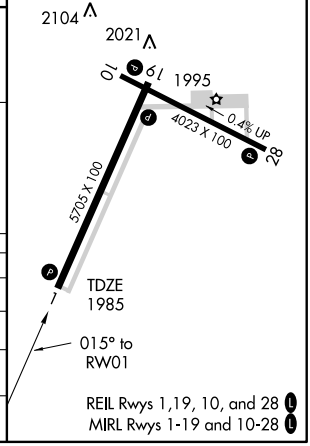
MISSED APPROACH: Climb to 4500 direct HAKET and hold.

AWOS-3	GREAT FALLS RADIO	UNICOM
119.275	123.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2235-1 250 (300-1)			
LNAV/VNAV DA	2541-2 556 (600-2)			
LNAV MDA	2480-1 495 (500-1)		2480-1¼ 495 (500-1¼)	2480-1½ 495 (500-1½)
CIRCLING	2540-1 555 (600-1)	2560-1 575 (600-1)	2580-1½ 595 (600-1½)	2680-2¼ 695 (700-2¼)



NW-1, 23 SEP 2010 to 21 OCT 2010

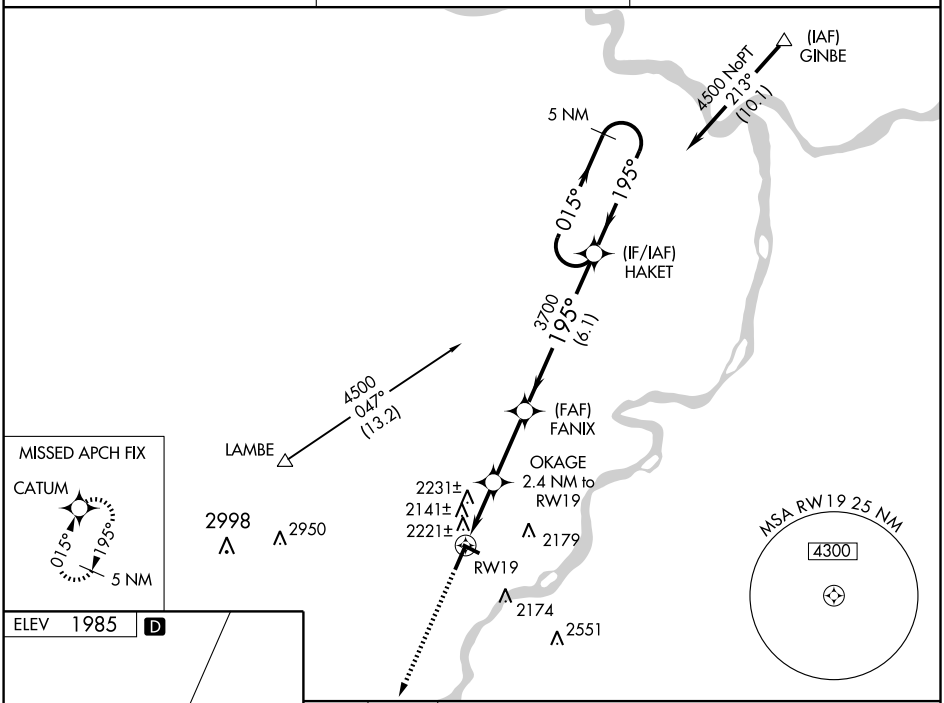
WAAS CH 86818 W19A	APP CRS 195°	Rwy ldg 5705 TDZE 1981 Apt Elev 1985

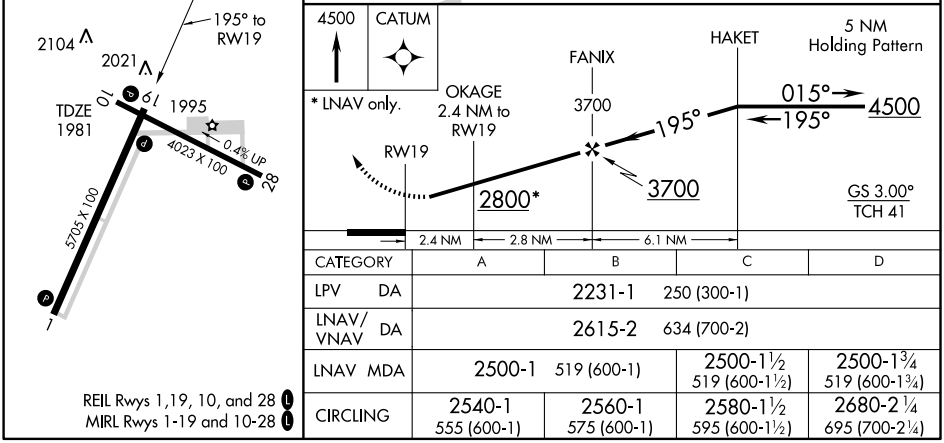
RNAV (GPS) RWY 19
SIDNEY-RICHLAND MUNI (SDY)

Baro-VNAV NA when using Williston altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F).
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Williston altimeter setting and increase all DA 84 feet and MDA 100 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, increase LNAV Cat C and D visibility ¼ mile, Circling Cat C visibility ½ mile, Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct CATUM and hold.

AWOS-3	GREAT FALLS RADIO	UNICOM
119.275	123.65	122.8 (CTAF) L





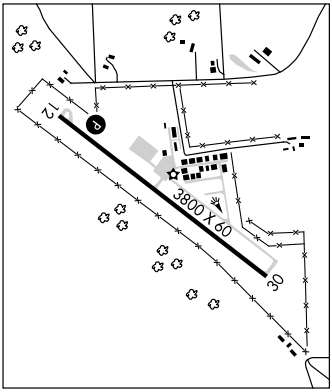
CATEGORY	A	B	C	D
LPV DA	2231-1 250 (300-1)			
LNAV/VNAV DA	2615-2 634 (700-2)			
LNAV MDA	2500-1 519 (600-1)		2500-1½ 519 (600-1½)	2500-1¾ 519 (600-1¾)
CIRCLING	2540-1 555 (600-1)	2560-1 575 (600-1)	2580-1½ 595 (600-1½)	2680-2¼ 695 (700-2¼)

REIL Rwys 1,19, 10, and 28 L
MIRL Rwys 1-19 and 10-28 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

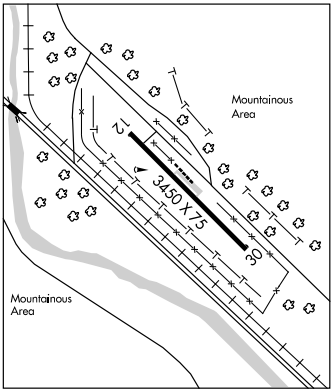
STEVENSVILLE (32S) 2 NE UTC−7(−6DT) N46°31.51′ W114°03.17′ **GREAT FALLS**
3610 B S4 **FUEL** 100LL OX 4 NOTAM FILE GTF **L–13C**
RWY 12–30: H3800X60 (ASPH–PFC) S–12.5 MIRL 2.0% up SE **IAP**
RWY 12: PAPI(P2L)—GA 3.0° TCH 37′. **RWY 30:** Trees.
AIRPORT REMARKS: Unattended. Parachute Jumping. Fuel sold 24 hr by credit card self svc. Snow removal intermittent. ACTIVATE MIRL Rwy 12–30 and PAPI Rwy 12—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
SPOKANE APP/DEP CON 124.9 (1400–0620Z‡)
SALT LAKE CENTER APP/DEP CON 133.4 (0620–1400Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MSO.
MISSOULA (L) VORW/DME 112.8 MSO Chan 75 N46°54.48′ W114°05.02′ 160° 23 NM to fld. 3202/17E.



SUNBURST (8U5) 1 NW UTC−7(−6DT) N48°53.20′ W111°55.30′ **GREAT FALLS**
3401 NOTAM FILE GTF
RWY 05–23: 2700X140 (TURF)
RWY 05: Fence. **RWY 23:** Trees. Rgt tfc.
RWY 18–36: 1470X100 (TURF)
RWY 18: Fence.
AIRPORT REMARKS: Unattended. Rwy 05–23 and Rwy 18–36 rough with large gopher holes. Rwy 05–23 has red and black panel markers full length of rwy and thlds. Rwy 18–36 has red and black panel markers full length of rwy and thlds. Rwy 05 NSTD markings.
COMMUNICATIONS: CTAF 122.9

SUPERIOR

MINERAL CO (9S4) 2 SE UTC−7(−6DT) N47°10.10′ W114°51.22′ **GREAT FALLS**
2787 NOTAM FILE GTF **L–13B**
RWY 12–30: H3450X75 (ASPH–PFC) S–12
RWY 12: Tree. **RWY 30:** Trees.
AIRPORT REMARKS: Unattended. Mountainous terrain surrounding arpt.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MSO.
MISSOULA (L) VORW/DME 112.8 MSO Chan 75 N46°54.48′ W114°05.02′ 280° 35.3 NM to fld. 3202/17E.



RNAV (GPS)-A
STEVENSVILLE (32S)

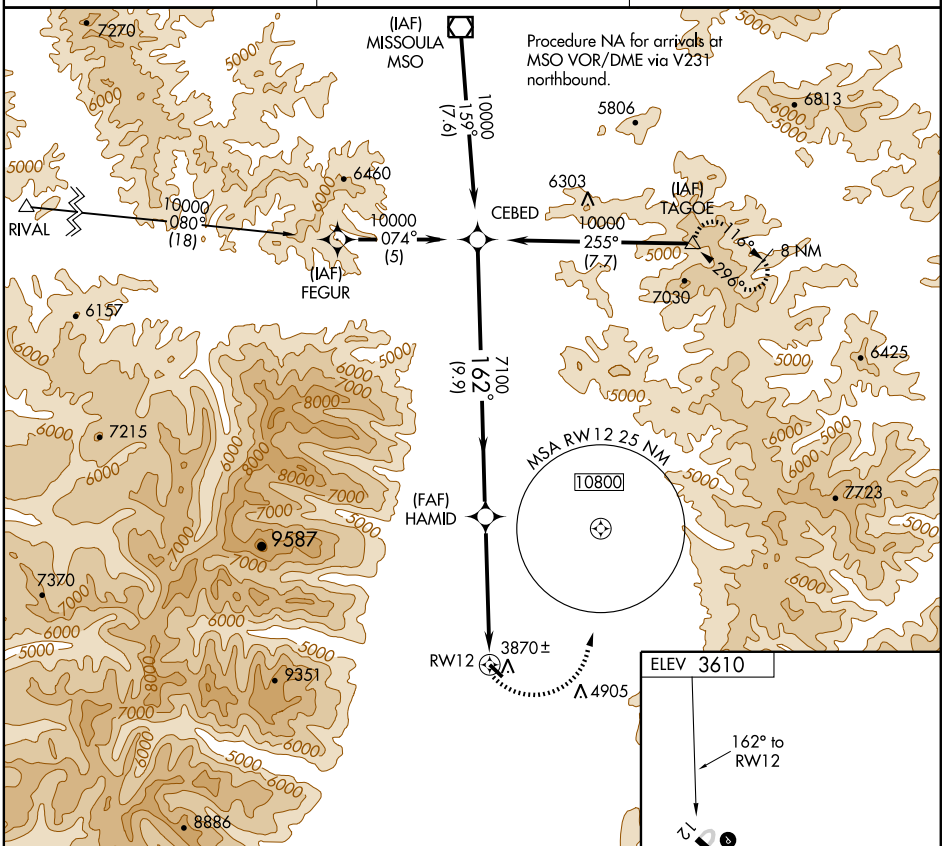
APP CRS	Rwy ldg	N/A
162°	TDZE	N/A
	Apt Elev	3610

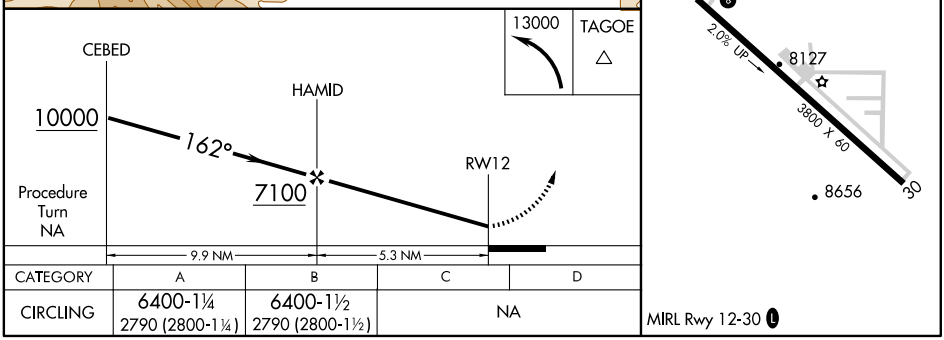
DME/DME RNP- 0.3 NA.
Use Missoula Intl altimeter setting.
Circling NA at night to Rwy 30.

NA

MISSED APPROACH: Climbing left turn to 13000 direct TAGOE WP and hold.

MISSOULA ASOS	SPOKANE APP CON★	UNICOM
126.65	124.9 298.95	122.8 (CTAF) L



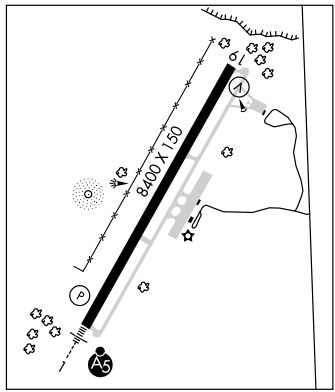


CATEGORY	A	B	C	D
CIRCLING	6400-1¼ 2790 (2800-1¼)	6400-1½ 2790 (2800-1½)	NA	

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

WEST YELLOWSTONE

YELLOWSTONE (WYS) 1 N UTC−7(−6DT) N44°41.30′ W111°07.06′ **GREAT FALLS**
6649 B **FUEL** 100LL, JET A1+ Class II, ARFF Index A NOTAM FILE WYS **H–1E, L–13C**
RWY 01–19: H8400X150 (ASPH–GRVD) S–90, D–150, 2S–175, 2D–280 HIRL **IAP**
RWY 01: MALSR. PAPI(P4L)—GA 3.0° TCH 49′.
RWY 19: REIL. VASI(V4L)—GA 3.0° TCH 53′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–8399 TODA–8399 ASDA–8399 LDA–8399
RWY 19: TORA–8399 TODA–8399 ASDA–8399 LDA–8399



AIRPORT REMARKS: Attended Jun–Sep 1330–0600Z‡. For fuel during off season hrs, call 208–326–8632. Arpt CLOSED from December 1 through May 31 except with PPR. Call 406–444–2506. Parachute Jumping. Heavy snowmobile use on and adjacent rwy winter months. PPR for air carrier ops with more than 30 passenger seats, call arpt manager 406–646–7631 or 406–459–9825. No snow removal. Arpt avbl and staffed Jun 1–Sept 30, ctc fixed base operator 406–646–7359 or owner 406–444–2506 for information other times. MALSR, REIL, VASI and HIRL out of svc Oct 1–May 31. ACTIVATE HIRL Rwy 01–19 and MALSR Rwy 01—CTAF not available from Oct 1 thru May 31 annually. Ldg fee for acft over 9,000 lbs.
WEATHER DATA SOURCES: AWOS–3 118.1 (406) 646–7727, Plus precipitation.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 119.4 (GREAT FALLS RADIO)
SALT LAKE CENTER APP/DEP CON 132.4
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
DUBOIS (H) VORTACW 116.9 DBS Chan 116 N44°05.33′ W112°12.56′ 037° 59.2 NM to fld. 4915/15E.
NDB (HW) 338 ESY N44°41.38′ W111°07.27′ at fld. Opr June–Sept. NOTAM FILE WYS. VFR only. Out of svc Oct 1 thru May 31.
TARGY NDB (HW/LOM) 415 LO N44°34.52′ W111°11.85′ 011° 7.6 NM to fld. NOTAM FILE WYS. Ops Jun–Sep annually.
ILS 110.7 I–LOW Rwy 01. Class IA. LOM TARGY NDB. ILS opr Jun–Sep. Localizer unusable inside threshold. LOC and glideslope unmonitored.

WHEATLAND CO AT HARLOWTON (See HARLOWTON)

WHETSTONE INTL (See PORT OF DEL BONITA)

WHITEFISH (58S) 1 E UTC−7(−6DT) N48°24.48′ W114°17.97′ **GREAT FALLS**
3066 TPA—4066(1000) NOTAM FILE GTF
RWY 11–29: 2560X75 (TURF)
RWY 11: Thld dsplcd 278′. Trees. **RWY 29:** Trees.
AIRPORT REMARKS: Unattended. Numerous gopher holes on arpt. No snow removal. Arpt CLOSED from Nov through May. Rwy 11–29 marked with white cones. Rwy 11 dsplcd thld marked with red cones. Rwy 11–29 trees, railroad and p–lines in transitional surface full rwy length on N side.
COMMUNICATIONS: CTAF 122.9

WHITEHALL N45°51.71′ W112°10.18′. NOTAM FILE BTM. **GREAT FALLS**
(H) VORW/DME 113.7 HIA Chan 84 274° 14.8 NM to Bert Mooney. 4652/18E. **H–1D, L–13C**
VOR and DME unusable:
105°–160° beyond 25 NM below 16,000′
210°–230° beyond 25 NM below 14,500′
275°–330° beyond 25 NM below 15,500′
355°–050° beyond 25 NM below 15,500′

LOC I-LOW	APP CRS	Rwy ldg	8399
110.7	010°	TDZE	6644
		Apt Elev	6644

ILS or LOC RWY 1

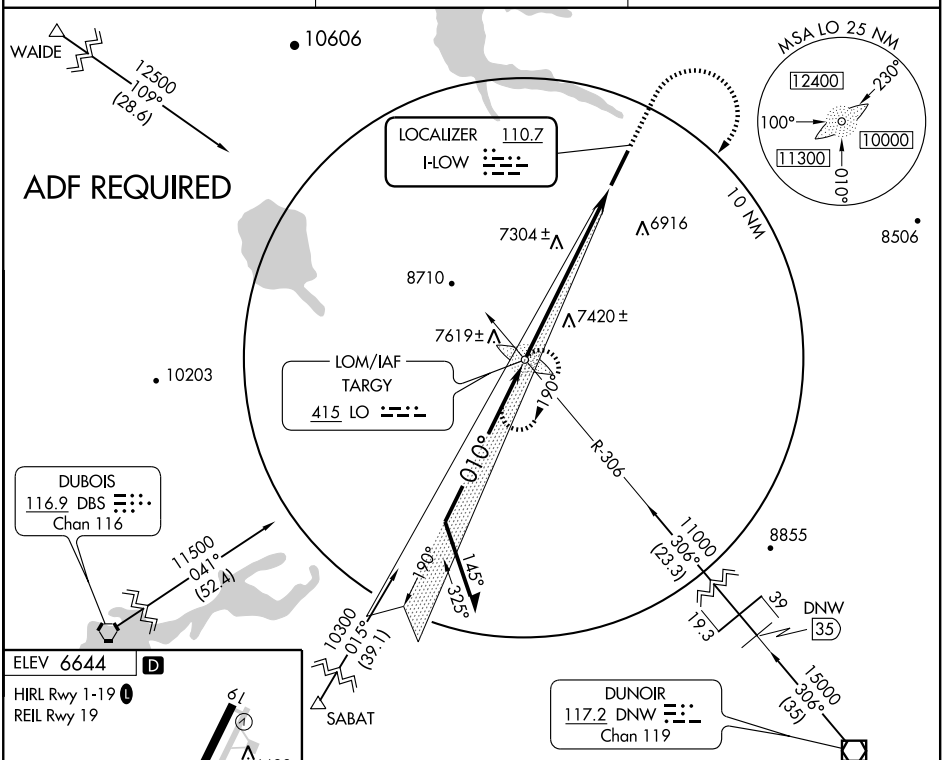
WEST YELLOWSTONE/YELLOWSTONE (WYS)

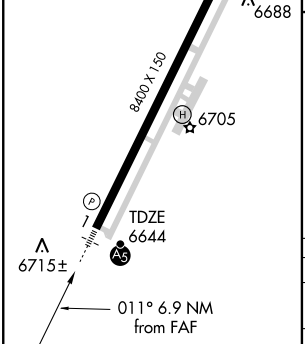
T A NA — If local altimeter setting not received, procedure not authorized.

MALSR

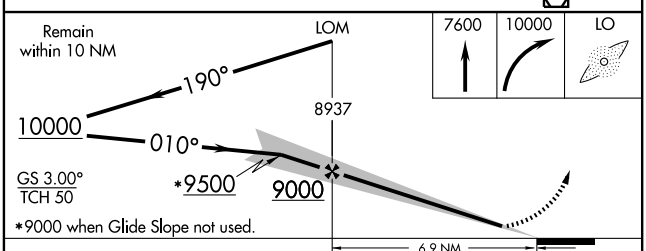
MISSED APPROACH: Climb to 7600, then climbing right turn to 10000 direct LO LOM and hold.

AWOS-3	SALT LAKE CENTER	UNICOM
118.1	132.4 338.3	123.0 (CTAF) L





FAF to MAP 6.9 NM					
Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18



CATEGORY	A	B	C	D
S-ILS 1	6844-½ 200 (200-½)			
S-LOC 1	7720-¾ 1076 (1100-¾)	7720-1 1076 (1100-1)	7720-2½ 1076 (1100-2½)	
CIRCLING	7720-1¼ 1076 (1100-1¼)	7720-1½ 1076 (1100-1½)	7720-3 1076 (1100-3)	

NW-1, 23 SEP 2010 to 21 OCT 2010
NW-1, 23 SEP 2010 to 21 OCT 2010

LOM LO	APP CRS	Rwy ldg	8399
415	011°	TDZE	6644
		Apt Elev	6644

NDB or GPS RWY 1

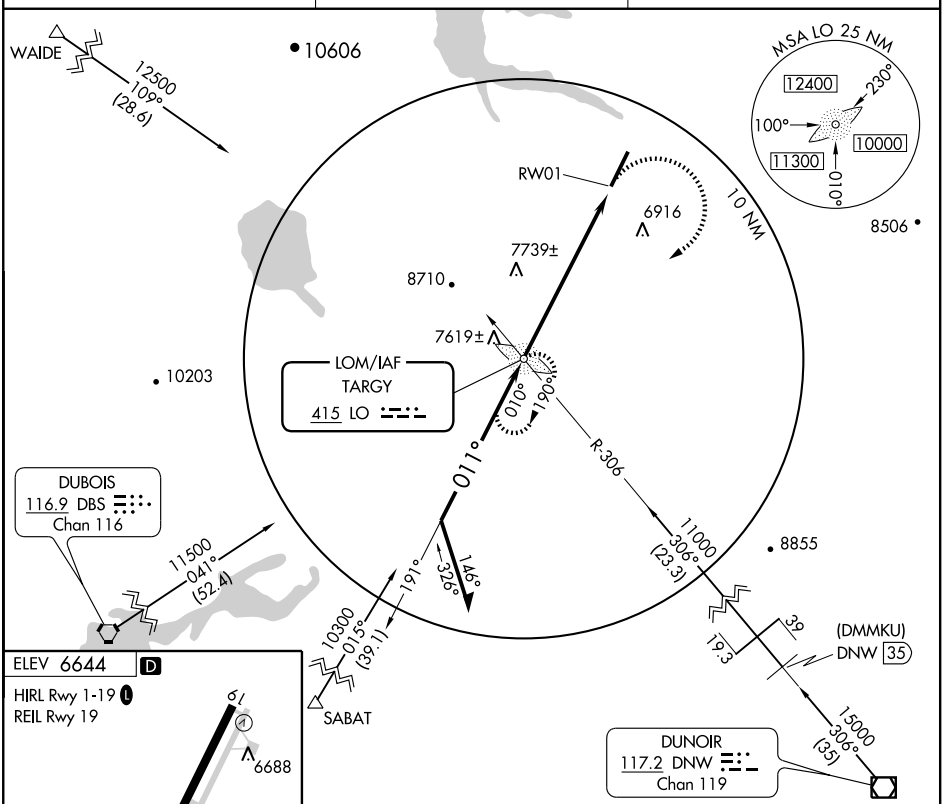
WEST YELLOWSTONE/YELLOWSTONE (WYS)

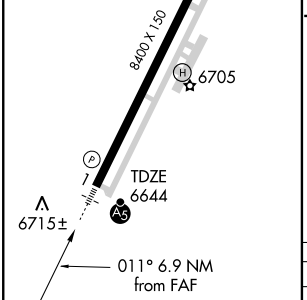
If local altimeter setting not received, procedure not authorized.
NA Categories A and B, S-1 visibility increased ½ mile for inoperative MALSR.

MALSR

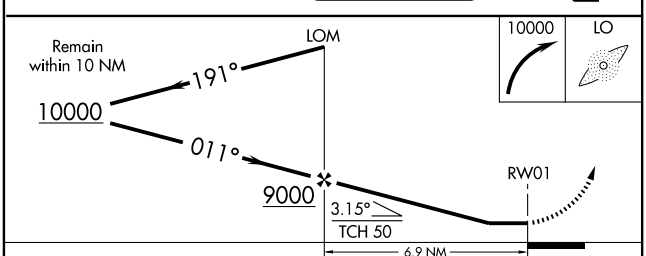
MISSED APPROACH: Climbing right turn to 10000 direct LO LOM and hold.

AWOS-3	SALT LAKE CENTER	UNICOM
118.1	132.4 338.3	123.0 (CTAF) L





FAF to MAP 6.9 NM					
Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18



CATEGORY	A	B	C	D
S-1	8000-¾ 1356 (1400-¾)	8000-1 1356 (1400-1)	8000-2½ 1356 (1400-2½)	8000-2¾ 1356 (1400-2¾)
CIRCLING	8000-1¼ 1356 (1400-1¼)	8000-1½ 1356 (1400-1½)	8000-3 1356 (1400-3)	

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH **86916** **W01A**	APP CRS **012°**	Rwy ldg **8399** TDZE **6649** Apt Elev **6649**

RNAV (GPS) RWY 1

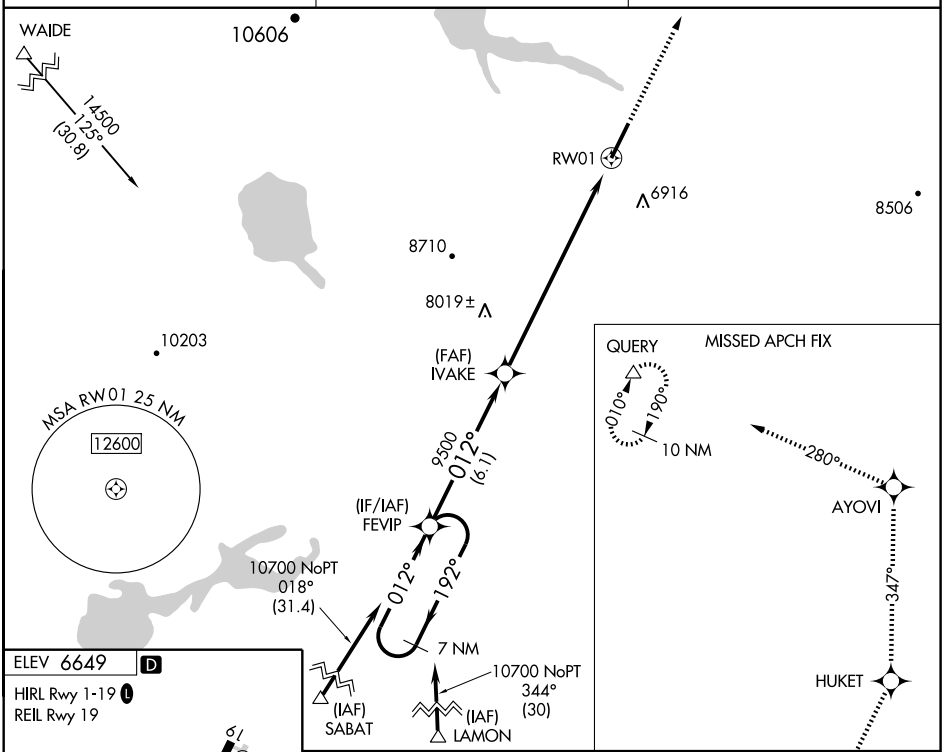
WEST YELLOWSTONE/YELLOWSTONE (WYS)

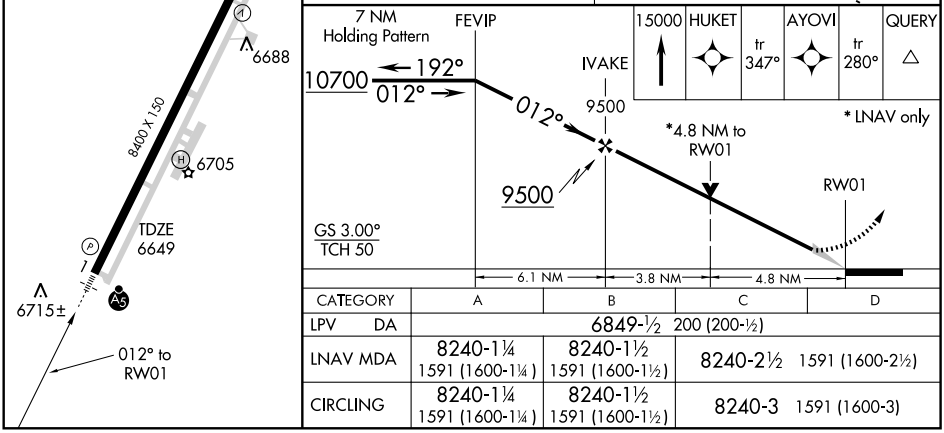
NA — DME/DME RNP- 0.3 NA. Obtain local altimeter setting on CTAF; when not received, procedure NA. Inoperative table does not apply to LNAV Cats. A and B.

MALSR A5

MISSED APPROACH: Climb to 15000 direct HUKET and via track 347° to AYOVI and via track 280° to QUERY and hold.

AWOS-3	SALT LAKE CENTER	UNICOM
118.1	**132.4 338.3**	**123.0** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	6849-½ 200 (200-½)			
LNAV MDA	8240-1¼ 1591 (1600-1¼)	8240-1½ 1591 (1600-1½)	8240-2½ 1591 (1600-2½)	
CIRCLING	8240-1¼ 1591 (1600-1¼)	8240-1½ 1591 (1600-1½)	8240-3 1591 (1600-3)	

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH 82016 W19A	APP CRS 192°	Rwy ldg 8399 TDZE 6638 Apt Elev 6649

RNAV (GPS) RWY 19

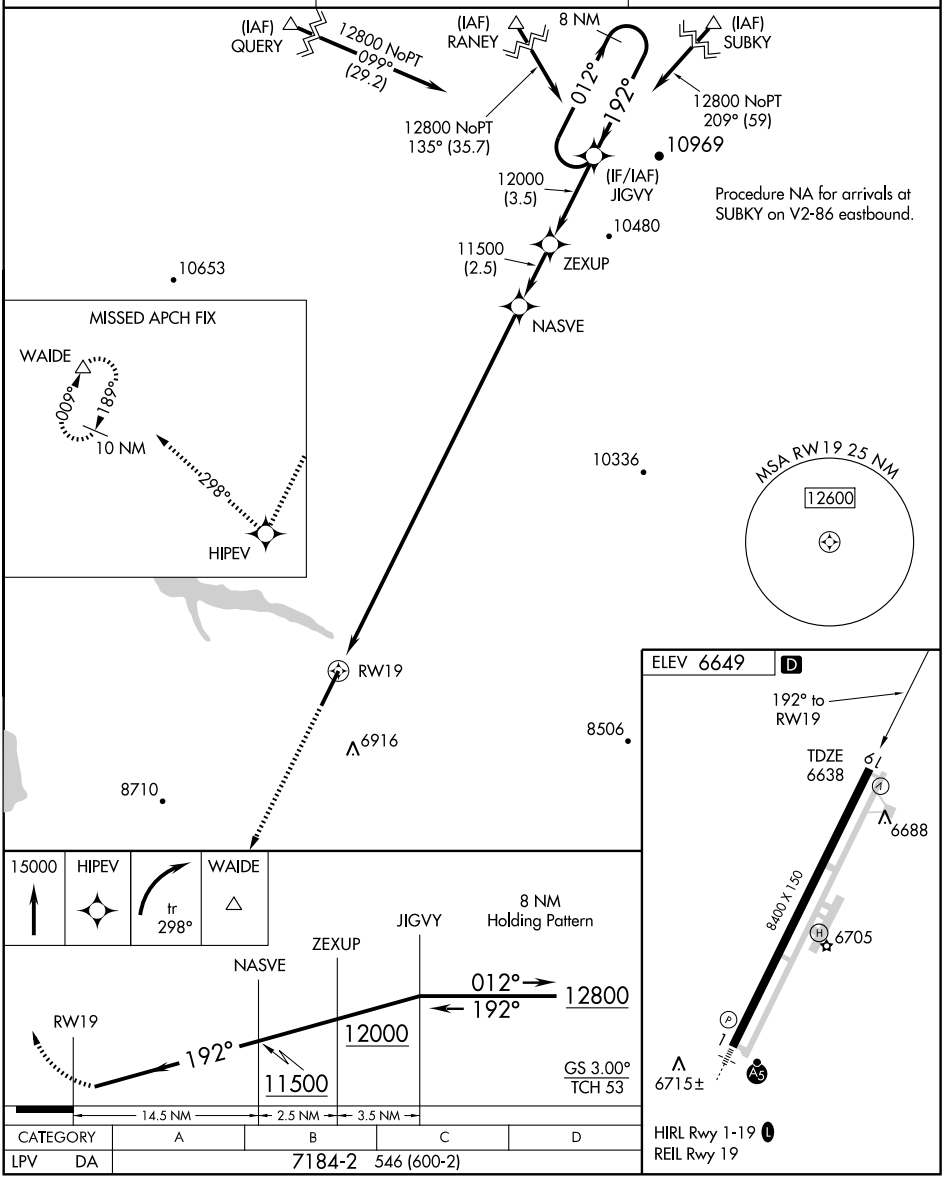
WEST YELLOWSTONE/YELLOWSTONE (WYS)

NA

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF, when not received, procedure NA.

MISSED APPROACH: Climb to 15000 direct HIPEV and right turn on track 298° to WAIDE and hold, continue climb-in-hold to 15000.

AWOS-3	SALT LAKE CENTER	UNICOM
118.1	132.4 338.3	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	7184-2 546 (600-2)			

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

WOLF POINT

L M CLAYTON (OLF) 3 E UTC−7(−6DT) N48°05.67′ W105°34.50′

BILLINGS
H–1F, 2H, L–13E
IAP

1986 B S4 **FUEL** 100LL, JET A TPA—2786(800) Class III, ARFF Index A
NOTAM FILE OLF

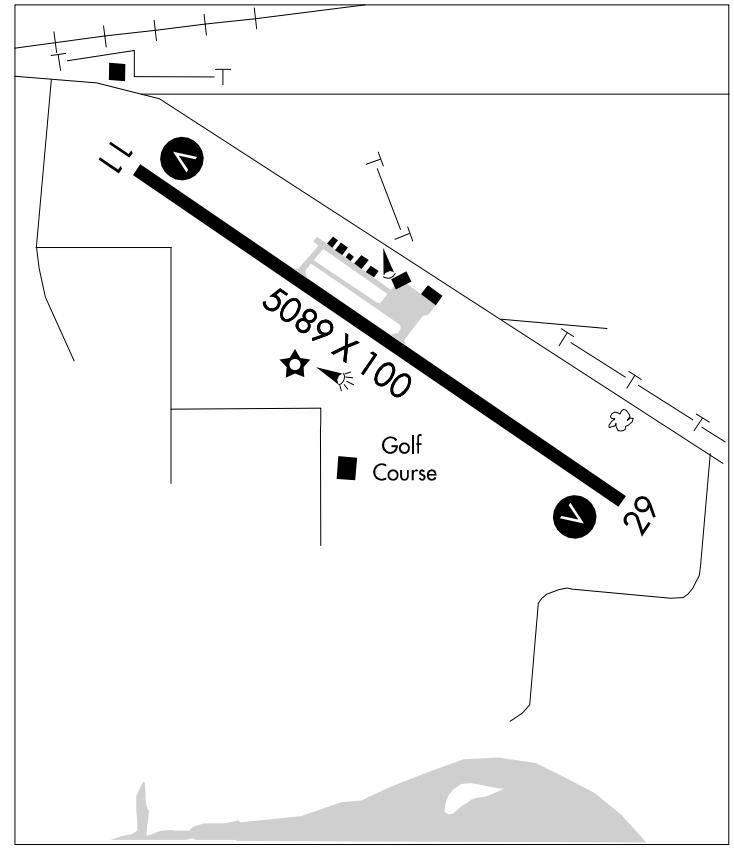
RWY 11–29: H5089X100 (ASPH–PFC) S–38, D–50 MIRL
RWY 11: REIL. VASI(V2L)–GA 3.0° TCH 25′. Road.
RWY 29: REIL. VASI(V2L)–GA 3.0° TCH 25′.

AIRPORT REMARKS: Attended Mon–Fri 1300–0230Z‡. For svc after normal business hours call Arpt manager 406–650–8303 or 406–650–8305. 24 hr self service credit card fuel facility. Afld sfc conditions not monitored 0530–1130Z‡. ACTIVATE MIRL Rwy 11–29, REIL Rwy 11 and Rwy 29, VASI Rwy 11 and Rwy 29—CTAF.

WEATHER DATA SOURCES: ASOS 118.325 (406) 653–3865.

COMMUNICATIONS: CTAF/UNICOM 122.8
WOLF POINT RCO 122.45 (GREAT FALLS RADIO)
Ⓡ **SALT LAKE CENTER APP/DEP CON** 126.85

RADIO AIDS TO NAVIGATION: NOTAM FILE GGW.
GLASGOW (H) VORW/DME 113.9 GGW Chan 86 N48°12.92′ W106°37.53′ 085° 42.8 NM to fld. 2280/14E.
WOLF POINT NDB (HW) 404 OLF N48°06.27′ W105°36.12′ 108° 1.2 NM to fld. NOTAM FILE OLF.



WOLTERMAN MEM (See COLUMBUS)

YELLOWSTONE (See WEST YELLOWSTONE)

NDB OLF	APP CRS	Rwy ldg	5089
404	286°	TDZE	1986
		Apt Elev	1986

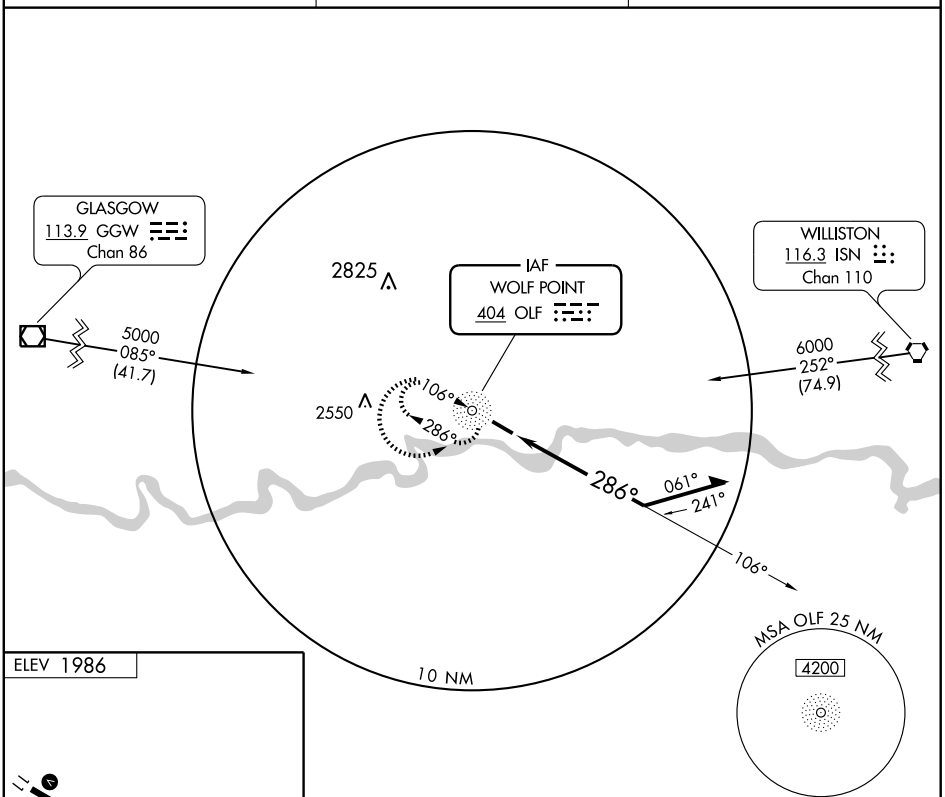
NDB RWY 29

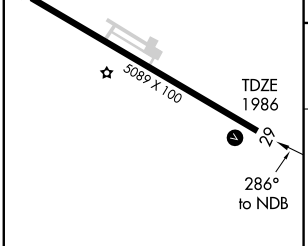
WOLF POINT/L. M. CLAYTON (OLF)

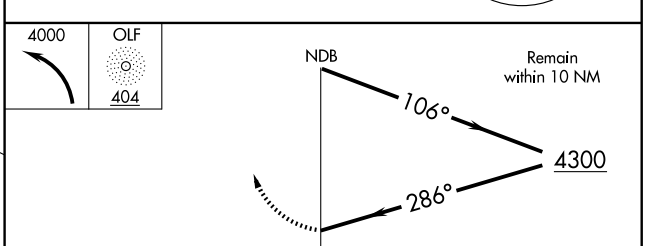
NA If local altimeter setting not received, used Wokal Field/Glasgow Intl altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climbing left turn to 4000 direct OLF NDB continue climb-in-hold to 4000.

ASOS	SALT LAKE CENTER	UNICOM
118.325	126.85 305.2	122.8 (CTAF) L







MIRL Rwy 11-29 L
REIL Rwy 11-29 L

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-29	2820-1 834 (900-1)	2820-1¼ 834 (900-1¼)	2820-2½ 834 (900-2½)	2820-2¾ 834 (900-2¾)
CIRCLING	2820-1 834 (900-1)	2820-1¼ 834 (900-1¼)	2820-2½ 834 (900-2½)	2820-2¾ 834 (900-2¾)

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	5089
109°	TDZE	1986
	Apt Elev	1986

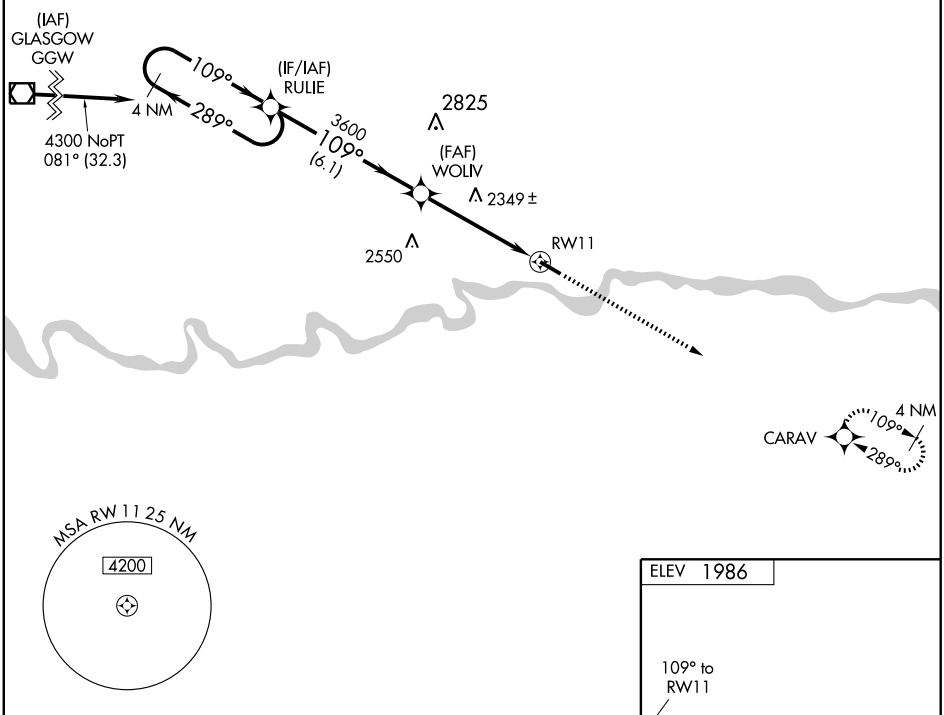
RNAV (GPS) RWY 11
WOLF POINT/L. M. CLAYTON (OLF)

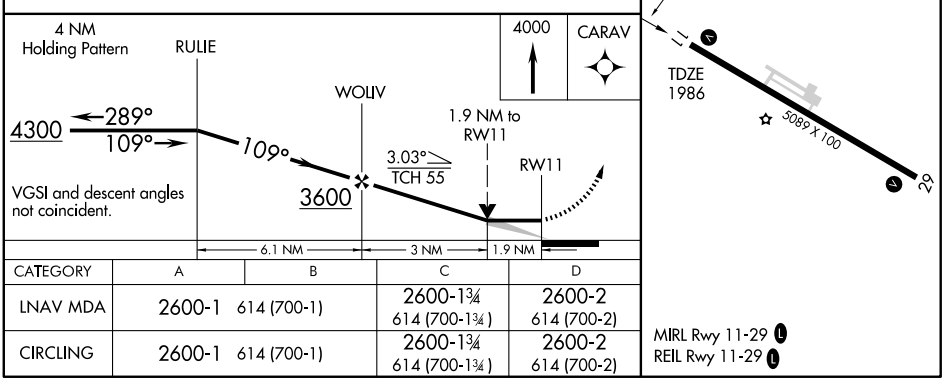
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Wokal Field/Glasgow Intl altimeter setting and increase all MDAs 140 feet.
VDP NA when using Wokal Field/Glasgow Intl altimeter setting.
Straight-in minimums NA at night.

MISSED APPROACH: Climb to 4000 direct CARAV and hold.

ASOS	SALT LAKE CENTER	UNICOM
118.325	126.85 305.2	122.8 (CTAF) L

Procedure NA for arrival at GGW VOR/DME via V430 westbound.





CATEGORY	A	B	C	D
LNAV MDA	2600-1 614 (700-1)		2600-1¾ 614 (700-1¾)	2600-2 614 (700-2)
CIRCLING	2600-1 614 (700-1)		2600-1¾ 614 (700-1¾)	2600-2 614 (700-2)

MIRL Rwy 11-29 L
REIL Rwy 11-29 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	5089
289°	TDZE	1986
	Apt Elev	1986

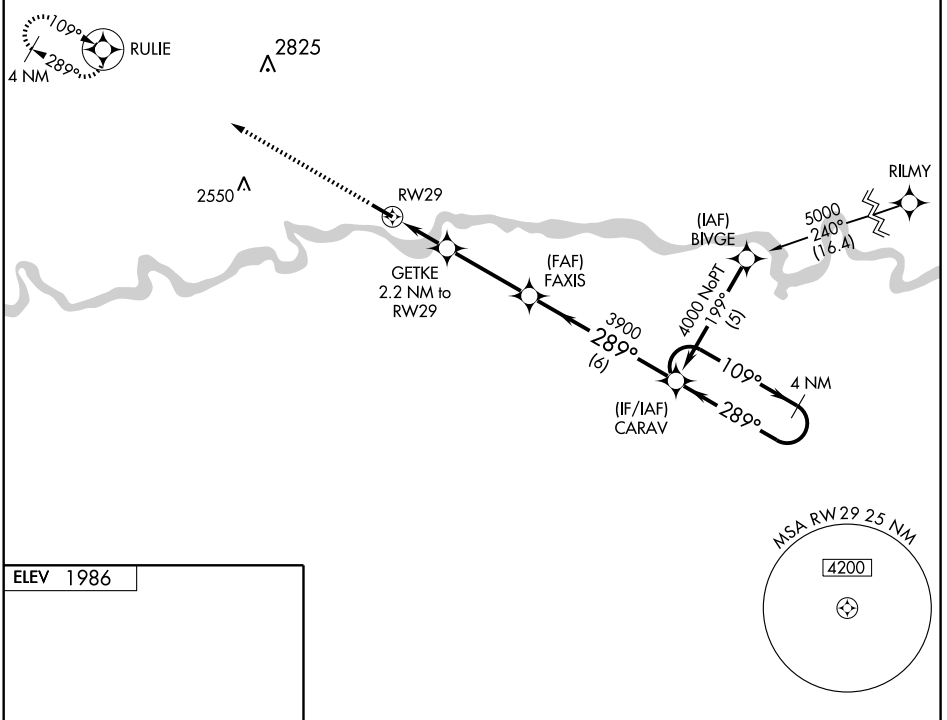
RNAV (GPS) RWY 29
WOLF POINT/L. M. CLAYTON (OLF)

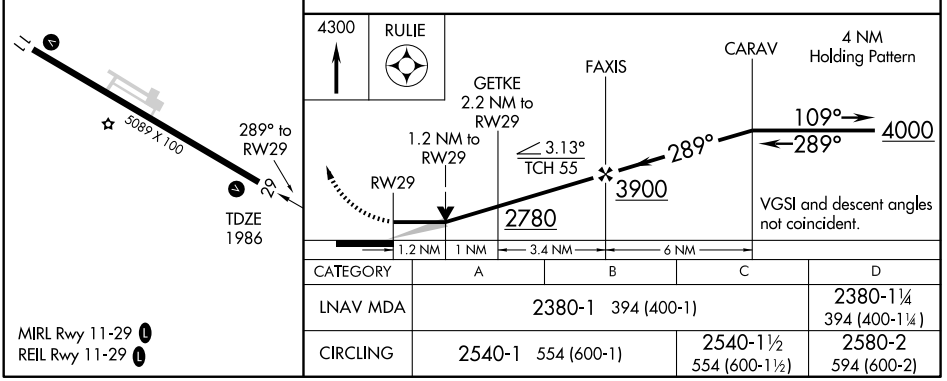
DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Wokal Field/Glasgow Intl altimeter setting and increase all MDAs 160 feet.
VDP NA when using Wokal Field/Glasgow Intl altimeter setting.

MISSED APPROACH: Climb to 4300 direct RULIE and hold.

ASOS	SALT LAKE CENTER	UNICOM
118.325	126.85 305.2	122.8 (CTAF) L

Procedure NA for arrival at RILMY via V430 eastbound.





CATEGORY	A	B	C	D
LNAV MDA	2380-1 394 (400-1)			2380-1¼ 394 (400-1¼)
CIRCLING	2540-1 554 (600-1)		2540-1½ 554 (600-1½)	2580-2 594 (600-2)

MIRL Rwy 11-29 L
REIL Rwy 11-29 L

NW-1, 23 SEP 2010 to 21 OCT 2010

NW-1, 23 SEP 2010 to 21 OCT 2010